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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXII.

CHICAGO, ILLINOIS, MAY 15, 1904.

No. 11.

ONE DOLLAR PER ANNUM,
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Is a perfect device for rapidly filling and weighing sacks of all kinds of grain, flour, salt, lime, cement etc. Its essential features are

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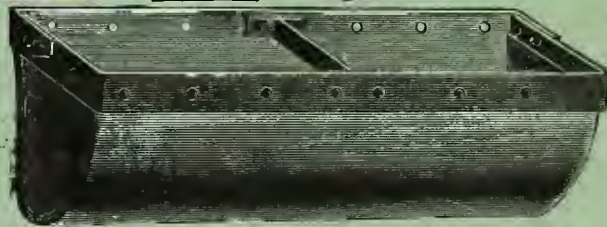
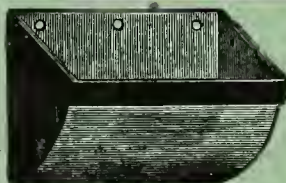
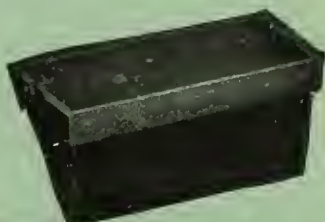
The scales are in pairs, there being two scales in one frame, operated by one man, who removes the full bag while the empty bag is automatically filled and weighed. After the weighing has taken place the sack MUST balance a standard weight. By the arrangement of two scales in one frame the flow of grain is not stopped but is continuous and no time is lost opening and closing chutes. The scales can be operated as rapidly as the filled bags can be replaced by empty ones. We want you to investigate this machine. It is the most perfect one of its kind ever offered to the grain trade. For particulars, prices, etc., address

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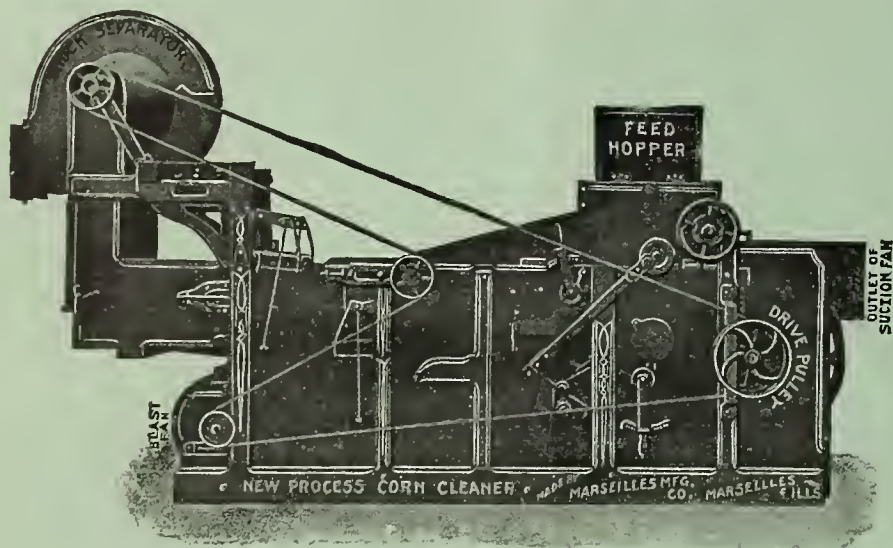
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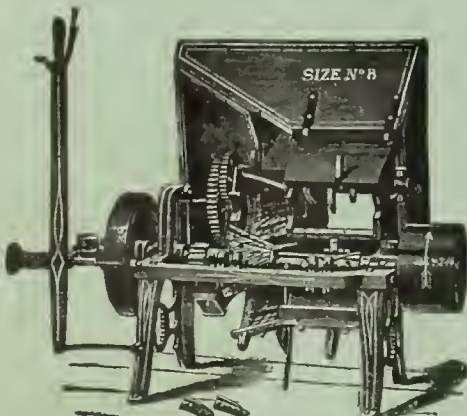
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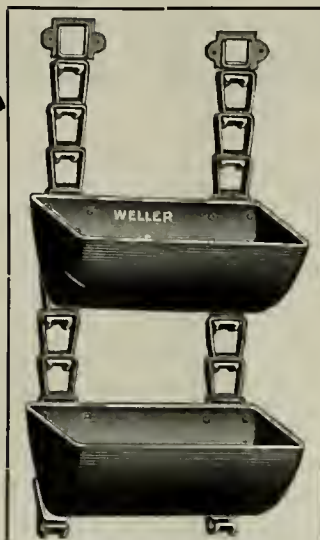
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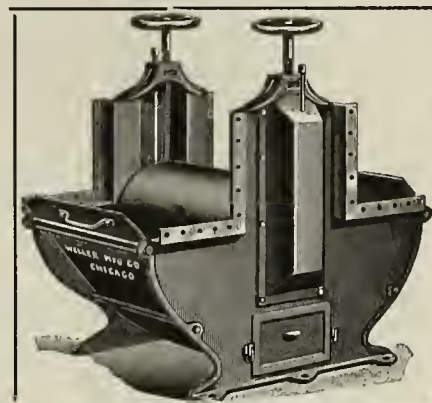
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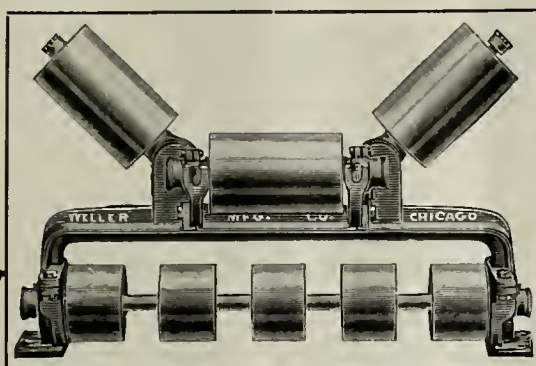
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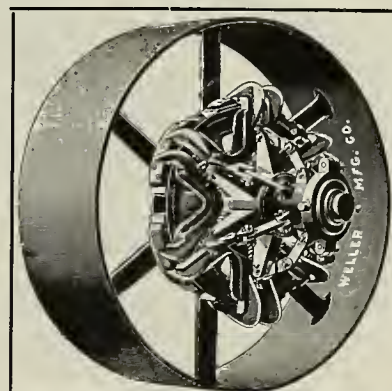
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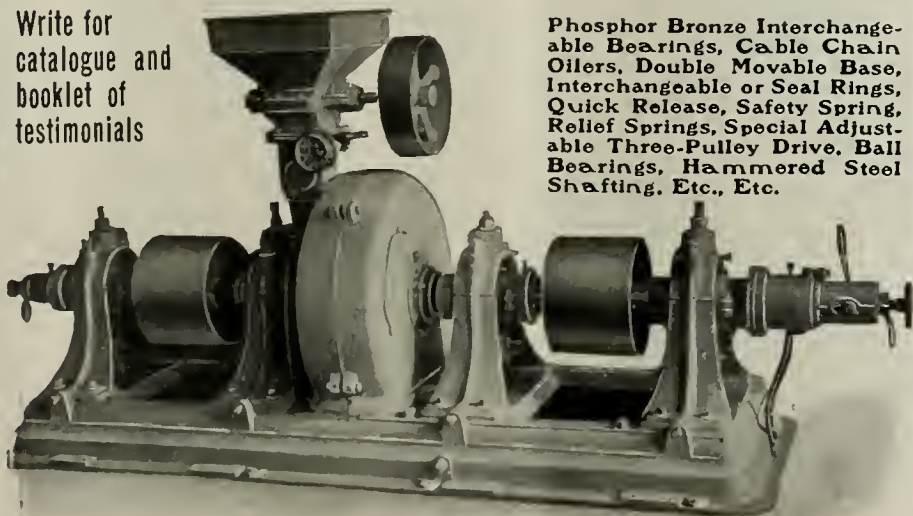
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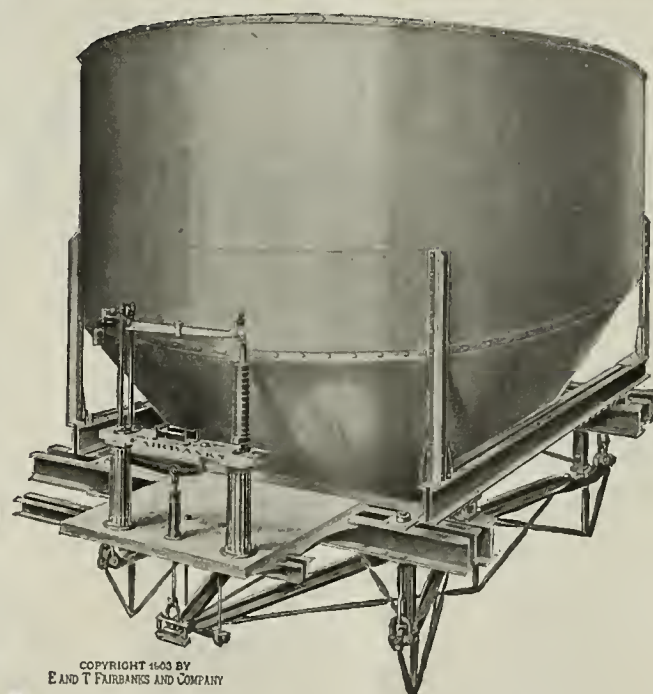
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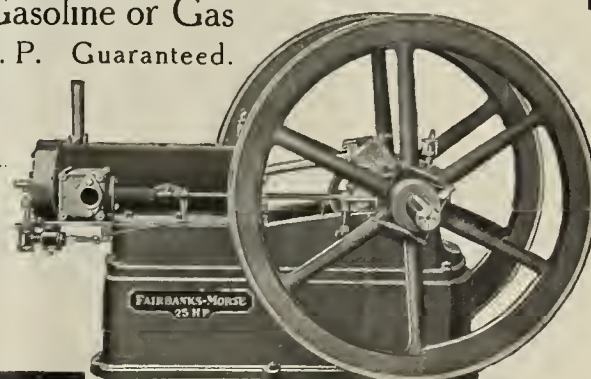
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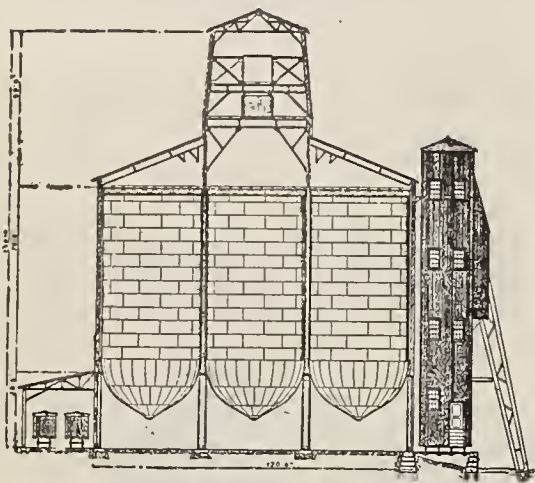
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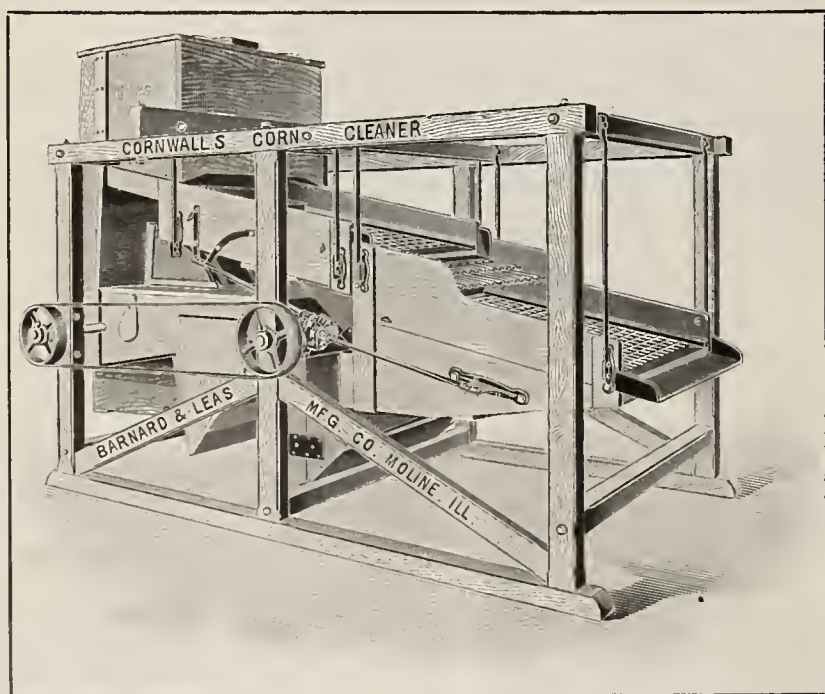
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This must be done if you want to get the best results from your house.

For this purpose the Cornwall Corn Cleaner has no equal.







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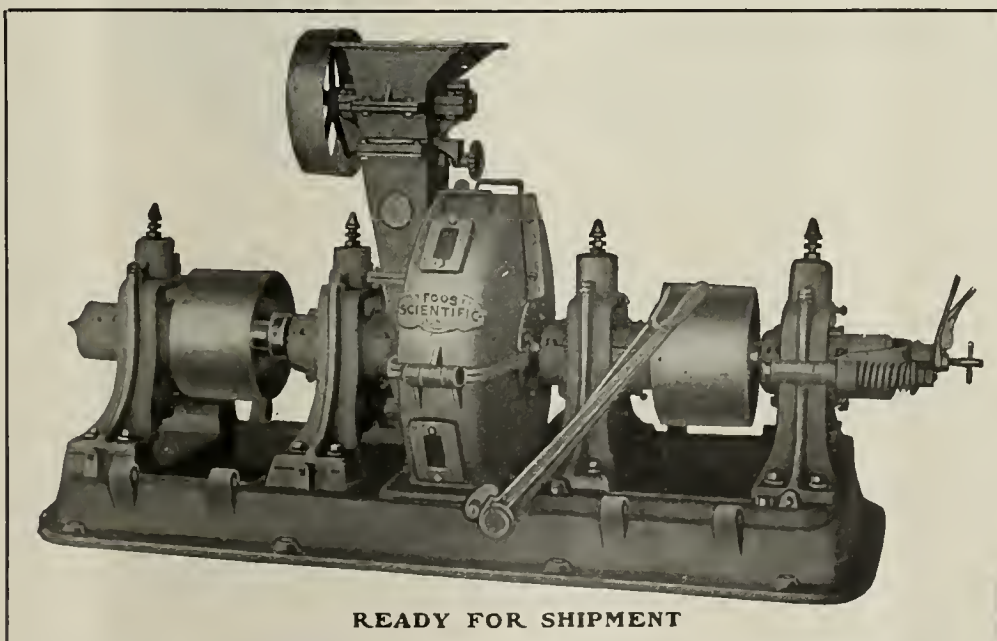
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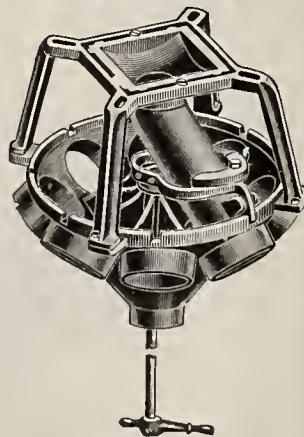
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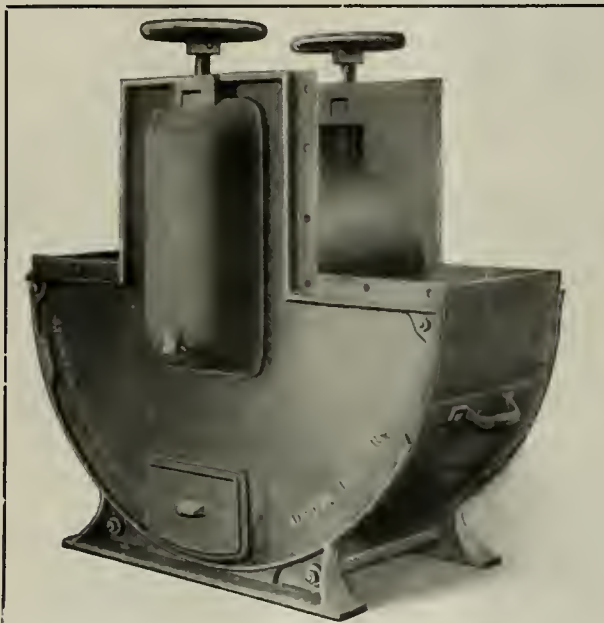
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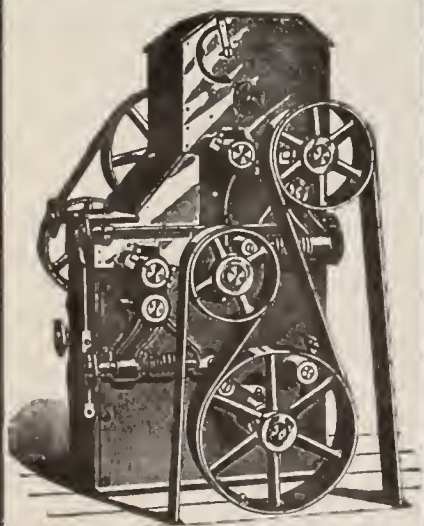
The illustrious Abraham Lincoln said: "You can fool some of the people all of the time, and all of the people some of the time, but you can't fool all of the people *all of the time*." This applies especially to the scale business. Certain manufacturers of scales, working upon the fears and prejudice of the public, and charging exorbitant prices for their goods, have been fooling the people a good many years into the belief that theirs are the only scales made that are reliable and durable. Have you been fooled? If so, don't let it occur again. When in need of a scale remember "**The Standard**," the highest product of the scale maker's art. Every scale furnished by us has our unqualified guarantee as to accuracy and durability, the material, workmanship and finish being strictly first class. So, when the other fellow tries to make a monkey of you, **be not afraid**.

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Quality Higher than Price Not in Any Trust or Combine



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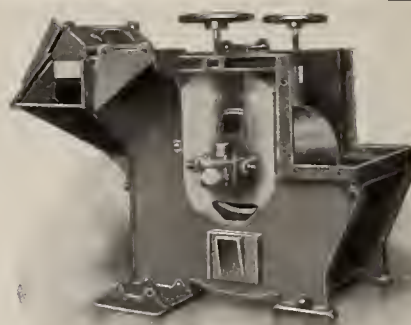
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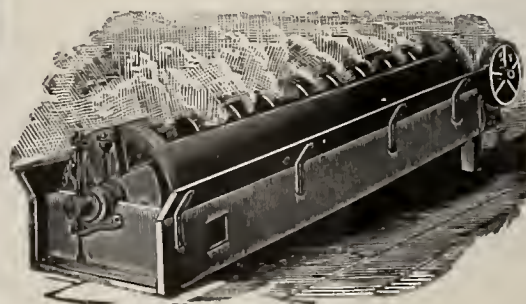
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**Power Transmission, Gas Engines, Steam Engines
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ESTIMATES FURNISHED.

WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
Malster's, Brewer's and Distiller's Wet Grain.

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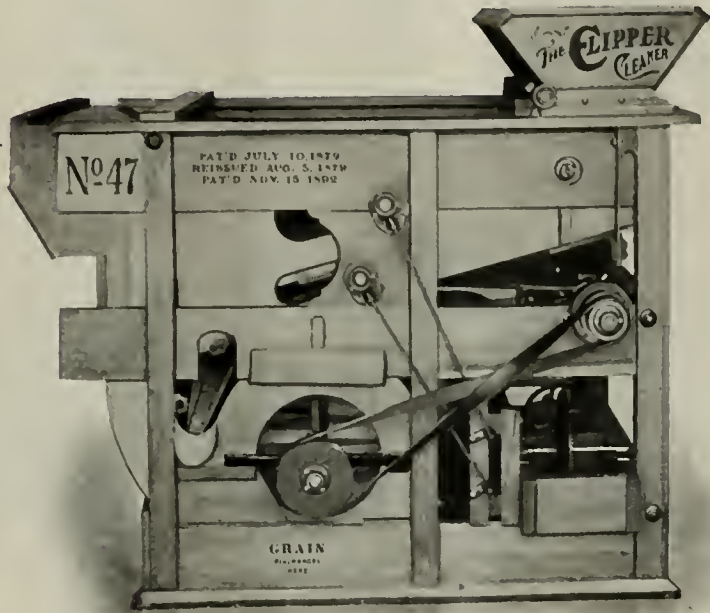
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ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

THE "CLIPPER" CLEANERS WITH TRAVELING BRUSHES



Catalogue with prices and full description
upon application

Our Traveling Brush device is the simplest, strongest and best made. Strong fibre brushes are made to travel back and forth across the under side of the screens, thoroughly brushing them and freeing the perforations from any grain or seed with which they may become clogged, making it impossible for the meshes to fill up.

Any man who has used a cleaner or separator knows that the meshes or perforations in the lower screen soon become clogged so that it is necessary to "scrape" or "pound" the screen in order to clear the perforations. Our Traveling Brushes keep the screens clear *all the time* and make the capacity and work of the machine uniform.

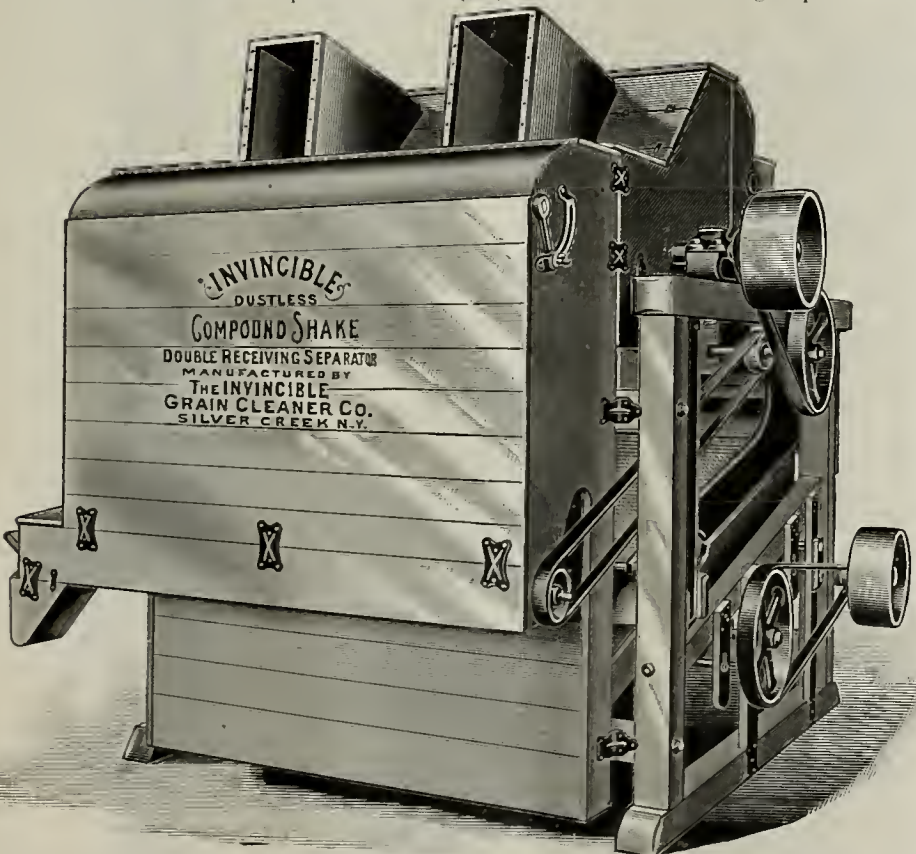
With a machine not equipped with the Traveling Brushes it is often necessary to keep one man in constant attendance when cleaning a dirty run of stock, to keep the screens clear and insure satisfactory work.

The advantages of using one of our machines equipped with Traveling Brushes is apparent: The quality of the work is improved; the capacity of the machine is increased; the cost of operation is reduced, and one has the satisfaction of knowing that he has the best that money can buy.

A. T. FERRELL & CO., Saginaw, Mich.

GET THE BEST Gold Dollars

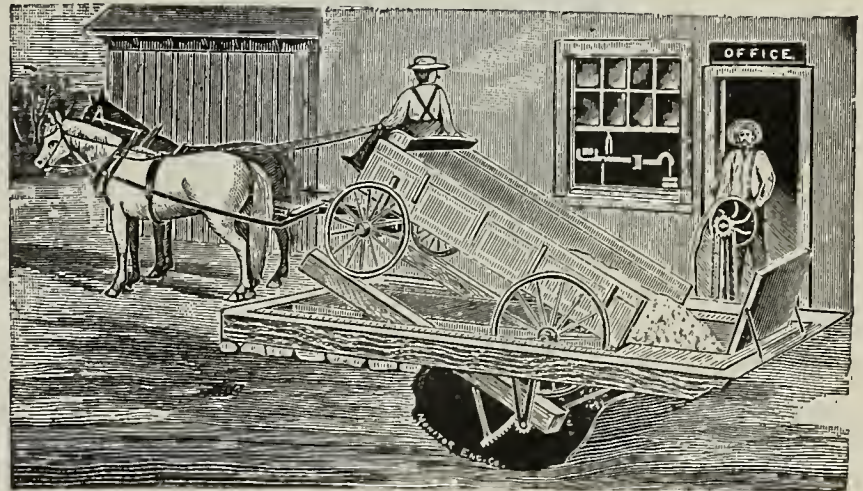
The INVINCIBLE Compound shake HIGH-GRADE Separators.
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.
The INVINCIBLE Compound shake high-grade Double Receiving Separator.



INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1899.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



SECURE YOURSELF FROM THE STORMS OF ADVERSITY
and Insure Success in the Milling Business by Installing

Monitor Grain Cleaning Machinery

THE 25,000 Monitor Grain Cleaning Machines in operation to-day are producing most satisfactory results for the most successful grain handling concerns of the country. Our proof of the Monitor is in actual operation and we would be pleased to refer you to some elevators and warehouses in your territory, which are accessible, where you can see Monitor Machinery at work, or we will be glad to demonstrate its efficiency on your own floors.

Try other machines, but don't place an order until you are familiar with the Monitor Line, which includes Monitor Warehouse and Elevator Separators, Smutters and Flax Cleaners, Oat Clippers, Seed Cleaners and kindred machinery.

Special machines built to order. Estimates cheerfully furnished.

When at the World's Fair at St. Louis don't fail to visit the Monitor exhibit of grain cleaning machinery, Block 107, Agriculture Building.

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Silver Creek, New York

BRANCH OFFICES { 302 Traders Building, Chicago, Ill., F. M. Smith, Manager.
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121 Front Street, New York, N. Y., J. W. Perrine, Manager.
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
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MILWAUKEE GETTING READY.

The plans now being made at Milwaukee for the entertainment of the members of the Grain Dealers' National Association attending the annual convention on June 22, 23 and 24 include a theater entertainment for the first evening, a trolley ride to Waukesha Beach in the afternoon, a promenade concert in the Chamber of Commerce on the second evening, and a steamer excursion on Milwaukee Bay on the afternoon of the last day, as well as special carriage and trolley rides to the ladies accompanying the members of the convention.

The following committees have been appointed to take charge of the arrangements at Milwaukee:

Executive Committee.—W. M. Bell, chairman; B. G. Ellsworth, A. K. Taylor, Clark Fagg, Geo. H. D. Johnson, C. R. Lull.

Ladies' Reception Committee.—Mrs. S. W. Tallmadge, chairlady; Mrs. David S. Rose, Mrs. John Buerger, Mrs. A. K. Taylor, Mrs. C. W. L. Kassuba, Mrs. Chas. R. Lull, Mrs. James A. Mander, Mrs. M. G. Rankin, Mrs. F. W. Teegarden.

Reception Committee.—B. G. Ellsworth, chairman; Clark Fagg, A. K. Taylor, W. M. Bell, C. R. Lull, Geo. H. D. Johnson, C. W. Leland, John Crittenden, John McGrory, J. A. Mander, Morrow S. Lowry, Julius Crandall, Harry Stratton, Walter Stern, Geo. Schroeder, W. N. Anderson, Frank Teegarden, S. G. Courteen, O. Z. Bartlett, S. W. Tallmadge, H. Franke, P. C. Kamm, Chas. Krause, M. G. Rankin, W. D. Sawyer,

F. D. Hinkley, D. C. Owen, L. Runkel, Gus Holstein, Jno. Buerger, Jno. Foley, C. W. Schneider, Walter Kassuba, J. V. Lauer, Geo. K. Knowles, Ben Dailly. Amusements.—B. G. Ellsworth, chairman; Frank Teegarden, Clark Fagg.

Custodian of Grain Samples.—F. D. Hinkley, chief grain inspector of Milwaukee.

GRAND CROSSING ELEVATOR.

One of the notable additions to Chicago's list of grain elevators is that recently built by Frank G. Ely, at the corner of Seventy-seventh Street and the Illinois Central Railroad tracks, known as the Grand Crossing Elevator. This elevator has a capacity of 150,000 bushels,

and occupies ground dimensions of 56x109 feet, the site being that formerly occupied by the Woodward Crofut Corn Meal Mill, which was built some twelve years ago. The builders of the elevator have simply removed the interior floors and wood construction, leaving the brick walls standing, and built the elevator inside the original walls.

The foundations, consisting of continuous exterior walls of rubble stone and the interior piers of concrete, are very heavy and afford an excellent foundation for the new structure. The walls are 21 inches in thickness to the first floor and 17 inches to the top, and about 65 feet high, surmounted at the top by heavy battlements with coping-stone finish.

The first floor is heavily timbered for about 14 feet in height, and the bins are constructed of hemlock cribbing, carried to the top of the brick walls.

The cupola is 32 feet wide and rises three stories, or 52 feet, in height. It is excellently lighted. It is covered with galvanized corrugated iron, and the roofs are covered with asbestos roofing.

The power plant consists of one Hamilton-Corliss Engine and a 72x18-inch boiler, built for 150 pounds' pressure. The brick chim-



FRANK G. ELY'S GRAND CROSSING ELEVATOR, GRAND CROSSING, CHICAGO.

ney, which is 75 feet high and built in one corner of the building, is surmounted with a 60-foot steel extension, 42 inches in diameter.

Grain receiving is done over track scale and the grain is conveyed over 36-inch belt conveyor to the main receiving elevator, which has a capacity of 10,000 bushels per hour. From the head of this elevator it is possible to spout to nearly every bin in the house, making the receiving distribution very convenient.

The shipping elevator, which also has a capacity of 10,000 bushels per hour, delivers through a



ENGINE OF GRAND CROSSING ELEVATOR.

84,000-pound Fairbanks Hopper Scale, which spouts directly to the cars.

There is also a 48,000-pound hopper scale located in the bottom of one of the bins for house weighing. The beams of both these scales are brought to the first floor. This is made possible by the fact that the cupola is supported on 12x14-foot posts, which are carried through the bins to the first floor framework, which relieves the cupola from the ordinary settling and racking when supported on the cribbing.

There are six process elevators which have a capacity of 4,000 bushels per hour each.

The house is designed and built particularly for the handling and treating of oats, and has been pronounced by those who are competent to judge the best of its kind in the country. The machinery equipment consists of two Invincible Oat Clippers and one large special cleaner built to order, and several other special machines designed and constructed for the treating of oats.

All the elevator buckets are of the Stephens Perfect Discharge type, which are capable of traveling at high speed and making a perfect delivery.

There is a longitudinal 16-foot conveyor in the basement which may be run in either direction for transfer purposes.

The basement is 6 feet 7 inches in the clear, making it a valuable adjunct to a house of this character.

The main transmission to cupola is accomplished with a 6-ply rubber belt, provided with an automatic traveling belt-tightener of special design, which takes up the slack automatically, much as the tension carriage of a rope drive does. All the transmission in the cupola to the elevators is accomplished with rope and the clippers are also driven with rope.

The entire equipment of elevating and conveying machinery was furnished by the Skillin & Richards Mfg. Co., and the house was designed and built by Messrs. Stephens & Tyler, consulting and contracting engineers, 960 Monadnock block, Chicago.

A new corn product, called "Maize Down," has appeared. It is manufactured from the silky, downy, fluffy chaff of corncobs, the delicate scale which intervenes between the kernel and the woody structure of the cob. By chemical and mechanical means this is thoroughly cleaned, deodorized and aerated, until the resultant product is as light as thistle down, its springy fiber affording a remarkable elasticity, absolute freedom from packing and no barrier for free circulation of air. It is used as a filling for pillows and mattresses, etc.

BUCKET-SHOPS HIT AGAIN.

The absurd decisions of judges of the United States courts at Dubuque and Indianapolis, in substance that the Chicago Board of Trade could not claim exclusive property rights to its quotations as opposed to bucket-shops, because the Board is itself a bucket-shop in so far as it permits trades upon which no deliveries are made, have been overruled by the Circuit Court of Appeals at Chicago, Judges Jenkins, Grosscup and Baker agreeing.

The case was that of the Chicago Board of Trade against L. A. Kinsey Commission Company of Indiana, which was decided some time ago against the Board, which was termed a bucket-shop. The decision is the most sweeping one that the Board has had in its favor. It legitimizes speculative and hedging transactions, the settlement of trades through "rings," and gives the Board control of its quotations. Judge Baker delivered the opinion of the court, which conformed with the recommendations of the master in chancery who heard testimony in the case.

"We deem it unnecessary," says the opinion, "to determine from the evidence whether the percentage of trades in which actual deliveries were made was five or twenty-five. The finding of the one figure or the other would not prove what proportion of the remaining no-delivery transactions were gambling. On these an indeterminate number were hedging contracts. If we felt called upon by the necessities of this decision to give a definite opinion of hedging, the record might well lead us to find that hedging is a manufacturer's or merchant's insurance against price fluctuation of materials, and no more damnatory than insurance of

every such case there would be no delivery, but the buyer would have a valid cause of action."

The opinion goes on to say that the lower court erred in holding that unlawful contracts were used in most cases, and continues:

"Undoubtedly gambling was going on in the exchange hall, but it was contrary to appellant's by-laws. Appellant was chartered by Illinois for a lawful and useful purpose, and the association adopted and promulgated suitable by-laws and rules. We think the record fails to show that the dominant feature of the members' dealings was unlawful."

"News may be an object of lawful ownership, though nine-tenths of the things reported are unlawful."

The immediate effect of the decision is to enable the Board to "get after" the Christie concern at Kansas City again, which has been protected in its use of the Board's quotations by a decision of the United States Circuit Court of Appeals (Judge Shiras), similar to the one set aside by Judge Baker's opinion. Soon after this opinion was handed down, the fact of the conflict of opinion between the Court of Appeals at Dubuque and the Court of Appeals at Chicago on the same question was brought to the attention of the United States Supreme Court, which thereupon issued a writ of certiorari, which will bring the question before that court for a final hearing. The court at Washington will therefore take up the cases and adjudicate this important subject which the Chicago Board has for years sought to get before the highest tribunal for decisive settlement. It will quiet finally and for the whole country the right of the Board to its quotations and its right



ROPE POWER TRANSMISSION IN CUPOLA OF GRAND CROSSING ELEVATOR.

property and life, which, in one sense, are wagers that the property will not be destroyed, and that life will not fail in less than the expectancy in the actuaries' tables. The remainder of no-delivery transactions were speculative."

The opinion fully supports the "ring" method of settlement between members. The court says: "The ring method of settlement between members might cancel out nine-tenths of the bids back and forth between members as agents and yet every contract may have been as perfectly legal and enforceable between the principals, and every principal satisfied by receiving a substitute contract. In

to prohibit their use for illegitimate purposes. The decision from the Supreme Court of the United States will, it is hoped, be had within a year."

The ice field at Duluth on April 22 was for a mile from the shore at least twenty-eight inches thick, covered with six inches of slush. It was thought then that it would take at least three weeks of warm weather to dispose of the ice field. There was no activity in grain freights, as vessel owners seemed indisposed to enter into any contracts until all labor problems incident to the operation of the lake marine shall have been solved,

NASHVILLE ANNIVERSARY.

The annual meeting of the Nashville Grain Dealers' Association was held on April 19 with thirty of the thirty-six members present. In his annual address President Byrd Douglas among other things said:

We have had some knotty roads to travel and much rubbish had to be cleared away, but thanks to your able executive committee and your efficient secretary-treasurer, all these obstacles have been removed, and the would-be knocker has been knocked out.

We now have a total membership, regular and floor members, of thirty-six, which only lacks a few of being all of those now engaged in the grain business in Nashville. I feel quite sure that every member of this Association will join me in saying that his business has been benefited by his membership. If he cannot then I am sure it is his fault and not the fault of the Association. Our finances have been ably managed. All our debts have been paid, and after paying for our annual banquet we have in bank over \$300.

It strikes me as if we are just now beginning to receive some of the benefits made possible by our Association. We have laid the ground work well and all we have to do from this time forward is to build on it, and we are yet to reap the reward not yet dreamed of.

I feel proud that you have honored me as your first presiding officer, and more so since each of you has shown your entire willingness to do your full part when called upon. I have tried hard in every instance to be impartial in my ruling and in the appointment of committees, and have only had one object in view, and that was for the good of our Association. So thoroughly am I convinced of the good feeling that exists in our Association and the total elimination of all selfishness and narrowness, I am going to ask you to join me in adopting this for our motto, "Non nobis solus sed patria et amicus," which means not alone for ourselves but for our friends and our country.

H. H. Hughes presented some statistics tending to show the importance of the grain business at Nashville. There was received by Nashville dealers during the year ending April 20, 7,264 cars of grain and 4,129 of hay. During the twenty-two

weeks ending April 20 the average amount of corn handled by Nashville dealers per week was 166,226 bushels; wheat, 199,784 bushels; oats, 154,964; barley, 10,624 bushels, and rye, 1,145 bushels.

The officers of the Association for last year were reelected as follows: Byrd Douglas, president; J. H. Wilkes, vice-president, and W. R. Cornelius Jr., secretary-treasurer; Duncan McKay and W. J. Miller, members of the executive committee.

At the conclusion of the business session the Association adjourned in a body to the assembly room in the Noel Building, where a banquet was served by the wives of the members, under the direction of Mesdames F. G. Douglas, W. J. Miller, Hewlett Sawrie and Walter Cain.

CHEAP TRANSPORTATION IN CANADA.

The results of a test in carrying grain on the heavily graded Intercolonial Railway of Canada have just been laid before the Canadian parliament. That road is 828 miles long. The cost of hauling wheat over it is reported as 2.27 cents a bushel. At the same rate haulage over the 1,800 miles from Winnipeg to Moncton would be 4.93 cents.

Mr. Charlton, sometimes called the Yankee member of Parliament, in view of his advocacy of reciprocity between the two countries, on the basis of figures supplied by a friendly railroad man, estimated that the all-rail route, 1,800 miles, from Winnipeg to Moncton, would, if built on grades of less than thirty feet to the mile and equipped with ninety-pound rails and the largest cars and locomotives, be able to haul wheat throughout the year at lower rates than the lake-and-rail route, in other words, at 5.53 cents. The argument was perfect, but his friend's figures were doubted, and the conclusion seemed too good to be true. The Intercolonial test shows how near he was right. The cheapest combined rail transportation ever recorded from Winnipeg consists of 6 cents on rail

to Port Arthur. The Wolvin boats last year cut under all records by carrying wheat from Duluth to Quebec at 3½ cents.

McLANE, SWIFT & CO., EDWARDSBURG, MICH.

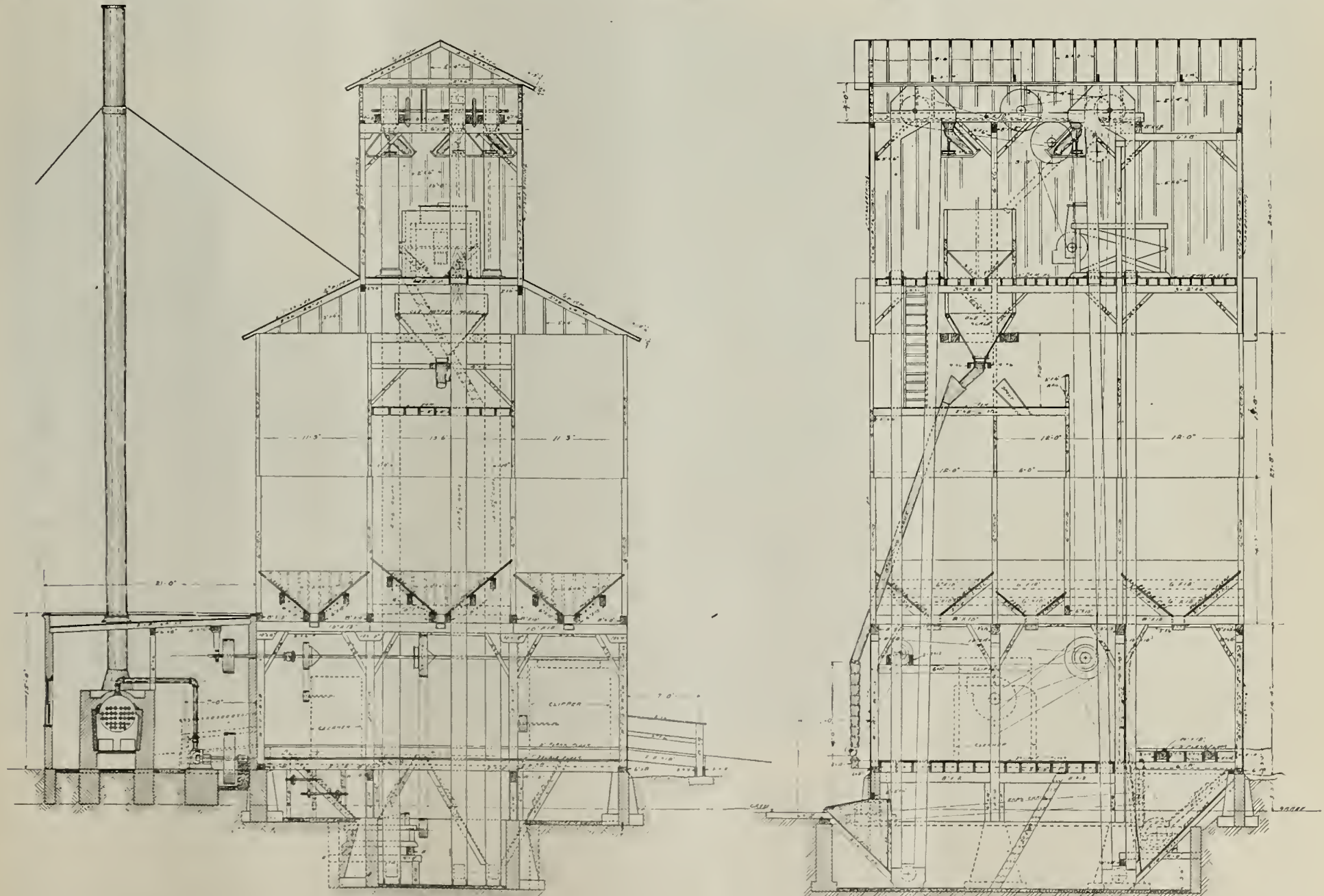
The accompanying drawings are reproductions of the architects' plans for one of the most complete modern country transfer elevators now existing in the state of Michigan, and equal to any similar plant in any part of the country.

This elevator, which was built about a year ago, is owned by one of the most important and energetic grain firms in that state—McLane, Swift & Co., whose headquarters are at Battle Creek, but who have elevators in several other Michigan towns, among which is Edwardsburg, Cass County, in the southwest corner of the state, near where the Grand Trunk road enters the state from Indiana.

This house, which is modern in construction as well as equipment, has one receiving leg for handling grain from wagons and one for transfer purposes. Its machinery consists of one large S. Howes Co. Oat Clipper, one large S. Howes Co. Cleaner, one No. 3 Victor Corn Sheller and one No. 4 Cornwall Corn Cleaner, all operated from a line shaft in the basement of the elevator, the motive power being furnished by a power plant (steam) located in a building adjacent to the elevator.

While the house is not large in bushel capacity (30,000), its handling capacity rivals some elevators of ten times its size, being able to take care of 10,000 bushels per hour.

This house was designed and built by The Burrell Engineering and Construction Company, who make a specialty of country elevators of all sizes; and while this does not illustrate this company's standard elevator, it conveys a good idea of the



McLANE, SWIFT & CO.'S ELEVATOR AT EDWARDSBURG, MICH.—DESIGNED AND BUILT BY THE BURRELL ENGINEERING AND CONSTRUCTION CO.

class of plans they turn out and an investigation of one of the numerous elevators they have built demonstrates that their houses are well designed and economical in their working service.

MILWAUKEE: CONVENTION CITY.

Milwaukee, convention city for the Grain Dealers' National Association, 1904, is probably the most beautiful city on Lake Michigan, for Chicago, once a rival, having long since surpassed her in size and commercial importance, will no doubt con-

		Decrease.
Rye, bu.	511,010	309,262
Wheat, bu.	577,711	153,008
Flour, bbls.	3,547,479	241,865
Net increase in grain shipments—5,111,741 bushels.		

Coal receipts were 2,826,345 tons or 1,456,576 tons more than in 1902; while iron ore receipts (213,128 tons) were 40,383 tons less than in 1902. Lumber receipts were 100,539 M. feet.

Milwaukee, like all great cities, is great because of her manufacturing establishments, of which

(outside the breweries) \$4,328,500. However, although brewing is only the second industry in Milwaukee in commercial importance, it really in a way dominates the city, giving it that continental air that distinguishes the social life of the Wisconsin metropolis from that of other Western cities.

Milwaukee is not a great grain handling point like Chicago, Minneapolis, Kansas City or St. Louis but she manufactures a large proportion of her small grain receipts. Of 9,031,615 bushels of wheat received in 1903, only 1,710,156 bushels were shipped as wheat, the remainder being milled. Of the barley receipts of 17,450,440 bushels, only 8,136,101 went out. Milwaukee is, in fact, one of the three great milling cities of America and the chief Western market for barley and malt.

There are eight terminal grain elevators in the city with storage capacity of 5,255,000 bushels, and daily receiving capacity of 495,000 bushels and shipping capacity of 885,000 bushels. The names of these houses are St. Paul A (\$50,000 bu.), operated by the C. M. & St. P. Ry. Co.; St. Paul B, C, E (650,000, 330,000 and 1,000,000 bu., respectively), operated by the Milwaukee Elevator Co.; Smith's A and B (850,000 and 1,000,000 bu., respectively), operated by the Rialto Elevator Co.; Pabst's B, 450,000 bu., and Paine Bros. Co., 125,000 bu. The last two named are unsuited for public storage. For purposes of Chamber of Commerce business, however, regular Chicago public elevators are also regular at Milwaukee, their receipts being receivable on Milwaukee contracts.

The Milwaukee Chamber of Commerce now has about 600 members; and since its revival in about 1900, when it began to handle an immense volume of option business from Chicago, has been a more important institution than it had been when, previously, its transactions were confined to local business only, or trades on the Chicago floor. Speculative trading is now its chief business; but this has given life to the market and brought profit to many of its members as well as given increased



VIEW OF WHITEFISH BAY—A MILWAUKEE SUMMER RESORT.

cede to the Cream City the palm for physical beauty. Situated on high ground, the city overlooks the most beautiful bay on the west shore; and by a shrewder view into the future that characterized Chicago's early civic officers, Milwaukee's fathers reserved for the public, in Juneau Park, a small but charming breathing space on the lake front right off the business heart of the city, from which high vantage may be had a magnificent and unobstructed view, sweeping the bay with its curving shores and the shipping far out on the bosom of the great lake itself.

The city's approximate area is twenty-seven square miles, divided into four unequal parts by the Menomonee River flowing in from the west and joining the Milwaukee River from the north at about a mile west of the harbor entrance and the Kinnikinnick, from the south, just at the harbor entrance. By an elaborate system of improvements, this combination of urban waterways has been transformed into one of the finest harbors on the Great Lakes. Some idea of the lake traffic may be conveyed to the unnautical mind by figures representing the shipping business of 1903, although not a typical year, having been a losing one to the vessel owners and a short one owing to labor difficulties. However, the number of vessels and tonnage arrived and cleared were as follows:

	Arrivals.	Clearances.
Schooners	645	649
Steamers	4,840	4,791
Total tonnage	6,102,196	6,084,712

Milwaukee's growth in tonnage records until it led the ports of the lakes in this particular was one of the interesting features of the season of 1903. Although the number of vessels arriving at this port fell from 5,532 in 1902 to 5,485 in 1903, the falling off was mostly in the number of small schooners, with an increase in the number of steamers, and as a result the net tonnage increased from 5,219,894 in 1902 to 6,102,196 in 1903. Clearances of vessels fell in number from 5,569 in 1902 to 5,440 in 1903, but the tonnage here again rose from 5,554,929 in 1902 to 6,084,712 in 1903. A fleet of over 150 vessels in winter quarters 1903-04 at this port was the largest in the history of Milwaukee.

The arrivals of grain by lake were of course small, as at all the western lake ports, but the shipments were as follows for 1903:

	1903.	Increase over 1902.
Barley, bu.	4,966,126	1,601,092
Corn, bu.	1,215,905	391,961
Oats, bu.	6,550,160	3,580,958

there were in 1902 no less than 3,325, employing 84,722 hands, the total value of whose products for the year was \$251,810,927. Although the brewing of "beer that made Milwaukee famous" is popularly supposed to be her chief industry, as a matter of fact the forty-four establishments manufacturing iron, steel and heavy machinery represent \$21,280,000 of capital, 8,388 hands and products valued at



WISCONSIN STREET, MILWAUKEE, LOOKING EAST FROM GRAND AVENUE BRIDGE.

\$38,384,000, against nine breweries with \$41,472,500 of capital (can there be any "water" in this?) and only \$21,917,610 of products, the number of hands employed being 3,917. The value of the packing-house products was \$17,936,836, and of the leather workers \$16,843,300, while the products of the mills were valued at \$7,963,700 and of the malt houses

value to memberships in the Chamber, which are sought for by foreign houses.

The Chamber maintains weighing and inspection bureaus, the fees of which have been kept as low as possible. All grain received at Milwaukee delivered from team tracks is first weighed on the railway scales and then on the Chamber of Com-

merce scales, located close to each other in the various railway yards. If any material difference appears in the weights, the load is immediately returned for reweighing, thus detecting instantly any errors of weighing or transcribing the weights.

of the place until 1833. Immigration began in earnest in about 1834, and in 1836 the town had its first "boom," that year being one of wild speculation in real estate. Astonishing prices were paid and buildings were erected as if by magic. Many

board of trustees. The city was incorporated on January 21, 1846, with a population of about 9,500, Solomon Juneau being the first mayor, elected on April 7, 1846. The first railroad was the Milwaukee & Mississippi, the construction of which began in 1849. It was completed to Waukesha in 1851 and to the Mississippi River in 1857.

Nature and art have combined in placing Milwaukee among the foremost of American cities. Its architecture is of pleasing and substantial character. Many magnificent residences occupy commanding sites, not only on the bluff overlooking the bay, but on the rolling hills in other desirable parts of the city. The streets are well paved and kept clean. The topography of the city aids to make the sanitary condition the finest, while Lake Michigan furnishes an inexhaustible supply of pure water. The summer climate is all that could be desired, and has done much toward making the city a popular summer resort. The location is on high ground and the lake breezes modify the extremes of temperature. Milwaukee's renown as one of the most healthful cities in the country is well sustained.

With a population of 300,000, largely Germans, Milwaukee's physical aspects are largely continental. In addition to several beautiful parks of large and small size, the German custom of frequently arranging outdoor resorts with splendid pavilions finds expression in numerous beautiful and attractive gardens, affording rest and amusement to the visitor. A tour of the city brings to view many retreats of this kind, whose popularity has added to the attractions of Milwaukee. With a steady devotion to artistic ideals, says the C. & N.-W. Ry.'s "Picturesque Milwaukee," the city proposes a system of pleasure grounds, linked together by boulevards. The beautiful Lake Park extends along the lake shore. Within its limits are 130 acres of land. The view from the sloping sides and from the bluffs, overlooking the broad bay, is magnificent. Riverside Park, better known as River Park, is situated on the Milwaukee River, and is a popular resort of picturesque beauty. Several mineral springs add to the attractions of this park. West Park, situated at the extreme western end of the city between Vliet and Pabst Avenues and Fortieth and Forty-seventh Streets, contains 124½ acres. The special features of this park are its magnificent driveways, its lake and wooded island, its aquatic gardens, its deer park, athletic grounds, picnic grounds and immense groves. The



MILWAUKEE CHAMBER OF COMMERCE BUILDING.

Grain delivered in bulk at elevators, mills or malting establishments is invariably weighed under the supervision of Chamber of Commerce weighers, who are required to keep a complete record of every draft weighed, while another employe of the department notes the condition of the cars as to liability of leakage and sees that all the grain is unloaded from every car without waste and weighed to the credit of the owner. In this manner the chances of errors in weighing or losses from careless handling of grain are reduced to the minimum. All scales used for weighing grain are frequently tested by experts at the expense of the Chamber of Commerce. The full weight of every carload of grain shipped to Milwaukee is recorded without any deduction for waste or shrinkage. The old-time practice of deducting a certain number of pounds from the weight of each carload of grain as a protection against loss from shrinkage or waste was abolished at the instance of the Chamber of Commerce some years ago, and any attempt at its renewal promptly discountenanced. The inspection department is directed by Frank D. Hinckley, chief inspector.

Milwaukee is about 100 years old, Jacques Vieau of Green Bay having established here a branch of his fur business in 1805. The American Fur Company had previously had temporary stations here, one as early as 1795; and it is certain that the site was well known to the French explorers, priests and traders of the seventeenth and eighteenth centuries. Solomon Juneau is, however, regarded as the founder of the city, having in 1818 established himself here permanently as an Indian trader, his log house standing on a spot that is now close to the intersection of East Water and Wisconsin Streets. Solomon Juneau and his brother Peter were, however, the only white inhabitants

public improvements were undertaken, and many organizations of a public nature were formed. On July 4, 1836, the territorial government of Wisconsin was organized, which then included the pres-



GRAND AVENUE BOULEVARD, MILWAUKEE, WISCONSIN.

ent states of Minnesota and Iowa, and Henry Dodge was appointed governor. On February 27, 1837, the village of Milwaukee, comprising part of the district now known as the East Side, was organized, and Solomon Juneau elected president of the

aquatic garden is one of the finest of its kind in the country. Four ponds, at varying elevations, afford fine opportunity for the landscape gardener to plant shrubbery and perennials so as to produce the most pleasing effect. Many works of his art now grace

the borders of these ponds. One of the ponds is heated to permit of the growth to perfection of exotic plants. Then there are Mitchell Park, a miniature, but a gem, South Park, Lincoln Avenue Park, and so on.

Milwaukee has always been noted for its magnificent streets and the fine roads running out into the surrounding country. Nature, with the assistance of art, has provided most charming thoroughfares. Among such for pleasure driving are Grand Avenue, Prospect Avenue, Juneau Place, Newberry Boulevard, Highland Boulevard and many other attractive driveways that could be named. Last, but not least, is the characteristic resort, Whitefish Bay, north of the city. The hotels, theatres, art galleries and libraries are built upon a magnificent scale, and leave nothing to be desired on the part of the visitor.

TERRE HAUTE A CORN BUYER.

Terre Haute is beginning to take on airs as one of the heavy corn consumers of the Middle West. Its statisticians claim a consumption of 20,000 bushels of corn daily in the distilleries and corn mills.

The Merchants' Distillery, now being enlarged, is using 5,100 bushels daily with a possible consumption of 9,000 bushels, while the Commercial Distillery is using from 4,000 to 5,000 bushels with a maximum capacity of 10,000 daily.

There is also the American Hominy Mills, using 7,000 bushels of corn daily, when run to full capacity, and the Indiana Milling Company is now erecting a feed mill to use large quantities of the same cereal.

The receipts are largely by rail, of course, but this spring boats on the Wabash River have brought considerable corn to the city.

A SERIOUS CASE.

Frederick Scheiber, commissioner of the Circuit Court at Milwaukee, in a case brought by Peter Weyer, a grain shipper of Lomira, Wis., against Karger Brothers, of the Milwaukee Chamber of Commerce, referred to him to take proofs, reports to the court, Judge Ludwig, that the evidence shows that said Weyer is entitled to recover the sum of \$534.64 with costs.

The commissioner says in substance that between September 6, 1899, and June 16, 1902, the net proceeds of the business done by Karger Brothers for P. Weyer & Co. amounted to \$139,016.84. Karger Bros. were to receive \$5 per car as commission for grain handled for Peter and Matthias Weyer. On fifteen cars Karger Bros. are found to have knowingly reported a total shortage of \$89.77. The complaint alleges that on wheat, flax, rye and clover seed delivered between December, 1899, and April, 1900, there was a shortage of \$422.96. On barley alleged to have been handled by Karger Bros. for P. Weyer & Co. between September 6, 1899, and June 1, 1902, a total of \$728.84 was claimed due. It was asserted in the proceedings that the action could not be maintained because on June 16, 1902, Peter Weyer had accepted from Karger Bros. a check for \$3,500 in settlement in full of the account between the two firms. Because of the falsity of the accounts by the defendants and the lack of knowledge by Peter Weyer of the exact facts, Commissioner Scheiber holds that there was no accord and satisfaction in law, there being no additional consideration for the check. The commissioner concludes his report by saying: "I further find and report that the prices and gross proceeds reported by said defendants in their said account of sales, respecting the said fifteen cars of barley, were to their knowledge, at the time of the making of such account of sales, less to the extent herein before found and reported, than the actual price received by them for such barley, and that as to all other account of sales so rendered by them to P. Weyer & Bro., in which the prices at which barley was sold at prices lower than those actually received, such lower prices were so knowingly reported by such defendants."

The attention of the directory of the Milwaukee Chamber of Commerce has been called to the case, as under the rules the complaint alone would be sufficient to make necessary an official investigation of the charges, which if found true would make the Karger Brothers liable to discipline.

WALTER GRISCOM.

Until very recently, Walter Griscom of Philadelphia, the subject of this sketch, was identified with Griscom & McFeely, one of the large flour mill building firms of the East. On the sale of that property a few months ago to The Wolf Company of Chambersburg, Pa., Mr. Griscom found himself free to select a new vocation and chose the grain business as one which would be congenial and one for which his past experience also had peculiarly fitted him.

Mr. Griscom was born in New Jersey in 1848. At the age of seventeen, he was graduated from a Philadelphia business college and took a position with Sam'l E. Griscom & Co., proprietors of the



WALTER GRISCOM, PHILADELPHIA.

William Penn Colliery, one of the largest works of the kind in the anthracite coal regions of Pennsylvania. In the year 1873 he severed his connection with this firm and engaged in the manufacture of textile machinery in Philadelphia. It was a little later that the firm of Griscom & Co. & McFeely was formed to manufacture flour mill machinery, which in 1895 was changed to Griscom & McFeely.

It was while managing this business, so analogous to the grain business, that Mr. Griscom gained an intimate acquaintance with the grain trade as carried on in the East. So it was but natural that on leaving the former business he should engage in one with which he had been closely associated through past experience.

Mr. Griscom has his office at 467 Bourse Building. His large acquaintance with Eastern millers and New England brokers enables him to handle very satisfactorily Western accounts designed to fill orders in this territory. As a man Mr. Griscom's business methods have always been characterized by just principles, and his training has familiarized him with large transactions and prompt action in the conduct of business.

When Daniel Sully, the "Cotton King" of a few weeks, was walking down Fifth Avenue the other afternoon, he was accosted by a business acquaintance with the remark: "Well, Sully, how goes things by this time?" "Oh! I'm on my feet again," answered Sully, cheerfully. "What! So soon?" replied his friend, incredulously. "Yes; I've sold my horses," replied Sully.—New York Times.

INDIANA SHIPPERS' ASSOCIATION.

The Indiana Shippers' Association, organized at Indianapolis on April 21, has adopted and promulgated the following resolutions:

"Whereas, The commercial, agricultural, manufacturing and other business interests of this state are so intimately associated with and dependent upon the railroad service, and the railroads are wholly dependent upon legislation for their rights and powers, and the legislation of the state has been friendly to such interests and the great shipping public has never asserted its rights nor demanded legislative relief against the encroachments of the railroads, and in furtherance of the great public interests, therefore

"Resolved, That we believe the rights of the public should be better protected, and that we have reached a time in the history of our business growth and development when it is necessary to appeal to the only power available, the legislature of this state, for the correction of existing difficulties and the general supervision of the railroad traffic, to the end that the interests of the public may be protected and conserved, that the railroads may be required to furnish the reasonable and proper service contemplated in their charters and the exercise of their corporate rights as carriers under the laws.

"Resolved, That we, as shippers and representatives of commercial and other financial interests affected by and dependent upon the railroad service of the state, hereby associate ourselves together and agree to fully co-operate along lines necessary for the accomplishment of the service desired, and the first legislation as will render our joint efforts effectual and permanent.

"Resolved, That we fully appreciate the rights of the railroads and the difficulties attendant upon their efforts, and we contemplate and recommend only conservative, fair and equitable legislation whereby the rights of all parties will be preserved, but shall not cease our united and individual efforts until we succeed in securing for the interests we represent a fair and reasonable amount of legislative relief and general betterment of the railroad service; to the accomplishment of this purpose we earnestly appeal to the people, individually and collectively, to give us their support and co-operation."

The permanent association, called the Indiana Shippers' Association, is officered by Duncan T. Bacon, president; A. E. Reynolds, president of the Indiana Grain Dealers' Association, vice-president; and C. B. Riley, secretary of the same association, secretary.

The meeting at Indianapolis, at which the Shippers' Association was organized and the above-named officers were elected, was attended by representatives of the following trade organizations now existent in Indiana: The Indiana Grain Dealers' Association, the Retail Lumber Dealers' Association, the Retail Hardware Dealers' Association, the National Material Supply Association, the Indiana Hardwood Lumber Dealers' Association, the Anderson Commercial Club, the Indianapolis Board of Trade, the Shippers' Protective League, the Manufacturers' Club, the Indiana Millers' Association, the Indianapolis and the Muncie Commercial Clubs, and the Michigan and Indiana Retail Coal Association. Besides these organizations as many as fifteen unaffiliated individuals, largely interested as shippers, were in attendance at the meeting.

The direct object of the Association is to put into the concrete form of law the sentiment that now exists in the state in favor of a state railroad and warehouse commission and reciprocal demurrage, the latter to be drawn (generally speaking) on the model of the Virginia reciprocal demurrage law recently declared constitutional by the highest judicial tribunal of that state and now in full force and effect.

In view of the enthusiasm with which the movement has been received and stimulated by shippers in all parts of Indiana, the Association believes there will be no serious difficulty in having the leading political parties of the state, in their platforms for the campaign of 1904, endorse resolutions, or embody planks, favorable to the legislation the shippers now ask for. Governor Durbin also, in his final message to the next legislature, immediately before retiring from office, will recommend the creation of a state railroad commission.

"Be friendly; write early and often."

WESTERN GRAIN RATES ADJUSTED.

President Stickney of the C. G. W. Ry., in the late war on Western grain rates, won out on one point, at least: Omaha stands on the same basis as Kansas City as to rates to Chicago, and gets a trifle better rate, on the readjustment, to Minneapolis and St. Paul. The readjustment of Missouri River rates was arrived at on May 6, when the Omaha and Kansas City rates to Chicago were made the same. Prior to the opening of the war, the Omaha rate was 2 cents higher than the Kansas City rate. This action will help the Omaha grain interests, who for years have been fighting to be placed on an equality with Kansas City.

The new basis of rates adopted is as follows:

To—	From South-western Missouri River Points.		From Omaha, Council Bluffs and Nebraska City.	
	Wheat.	Other grain.	Wheat.	Other grain.
Chicago	12	11	12	11
Peoria	10½	9½	10½	9½
St. Louis and East St. Louis to Dubuque, inclusive	9	8	9	8
St. Paul and Minn.	12	11	11	10
Memphis	14	12	14	13
Gulf, for export.	18	17	19	18
Coarse				
From—	Wheat.		grain.	
Omaha and Council Bluffs to Chicago. .	17		16	
Omaha and Council Bluffs to St. Louis. .	14		13	
Sioux City to Chicago.	19		18	

The St. Louis differential below the Chicago rate is reduced from 5 cents a hundred pounds to 3 cents, which is a decided gain for the Chicago-Missouri River roads, as it will prevent in a measure the diversion of grain via St. Louis; and the North-Western has the right to quote through rates from certain Nebraska points north of Omaha tributary to its Fremont, Elkhorn and Missouri Valley Railroad. On the whole the grain rates are rather lower than before the war began.

Present rates—5 cents on wheat and 4 cents on other grain—will remain in effect until the new rates are checked off, and the latter probably will not go in effect until June 1.

SULLY ESCHEWS SPECULATION.

Daniel J. Sully, once the cotton king, who failed as a broker several weeks ago, will become president of a cotton development company, now being formed, and will never speculate again, says the Philadelphia Ledger. A statement to this effect was made recently by a close business and personal friend of Mr. Sully, and was confirmed by Joseph DeF. Junkin, Mr. Sully's counsel. The proposed company is to have, at first, \$5,000,000 capital, and will have for its main object the development of cotton from the sowing of the seed to the distribution. While the preliminary details have been arranged, the projectors of the company are not ready to make known the complete plans. The money, it is declared, has been furnished by capitalists in Philadelphia, New York and the South.

Speaking broadly, Mr. Sully and his friends intend to promote the growing of cotton on an economical basis, prepare it for shipment, grade it and in other ways improve and enlarge the industry. To a reporter of the Sun Mr. Sully, while in St. Louis late in April, said:

"During the remainder of my life I shall employ my energy and experience in an effort to benefit the cotton growers of the South by introducing improved methods which will bring about a higher culture of the staple, together with a more scientific method of handling cotton from the time it leaves the farmer until it reaches the consumer.

"For more than twenty years I have studied conditions in the South relative to the cotton industry. The aim of my life has been to improve these conditions, and I am now going to put my theories into practice. I have every reason to believe that my life work will end successfully, and I hope to make the cotton farmer millions of dollars. To

be explicit, I think I shall be able to save the cotton grower 20 per cent on his annual income."

Mr. Sully went from St. Louis to Little Rock. After looking over the situation in Arkansas he expects to travel through Mississippi and Alabama. Speaking of his failure, Mr. Sully said: "At a quarter before 2 o'clock, March 18, I notified the Exchange that I had bought all the cotton that I could take care of. Instead of reading the notice that day, it was withheld until the following day, which was Saturday. That action increased my liabilities \$1,661,000, as the settlements were made on the averages of the day before. On that basis I offered to settle on 40 per cent cash and give my notes for the 60 per cent balance. This offer was refused."

THE STANDARD SCALE AND SUPPLY COMPANY.

The Standard Scale and Supply Co., Ltd., of Pittsburg, Pa., has recently established a salesroom and warehouse at 125-127 Market street, Chicago, and in addition to the company's celebrated scales, which are of the highest grade, the branch will



EDWARD REITER, CHICAGO.

handle trucks, skids, gasoline engines, steam engines, boilers, steam pumps, pulleys, belting, and a general line of elevator supplies. The Chicago house will be under the management of Mr. Edward Reiter.

In securing Mr. Reiter's services the company is to be congratulated. Mr. Reiter was formerly connected with Fairbanks, Morse & Co. for over 25 years, serving almost every capacity from office boy to bookkeeper, credit man, purchasing agent and manager. Eighteen years of this time he was with the Chicago headquarters. In January, 1896, he was appointed manager of the Omaha house, and for the past three years he has been manager of the St. Louis house, which latter position he resigned January 1, 1904.

During his management of the Omaha house for Fairbanks, Morse & Co., the annual business at that point increased 400 per cent, and in the first two years of his management of the St. Louis house the annual business increased over 100 per cent. Mr. Reiter's wide experience in the business will insure to all present as well as prospective patrons, that not only will "The Standard" maintain every care which has contributed to the high character of the company's products, its business integrity and success, but that this same care shall at all times be exercised in providing for a constantly increasing and more diversified trade. In responding to the demand, the present management invites the public's fullest confidence and support, assuring purchasers that the best attention will be given to their enquiries and orders, so that no goods shall either be offered or shipped that do not possess especial adaptation to the work contem-

plated, and whereby all goods obtained from "The Standard" shall become a source of credit to the company as well as of satisfaction to the customer. Their motto will be "Quality higher than price."

DRYING CORN.

The refusal of the Armours in April to accept as contract certain "kiln-dried" corn tendered on contracts, and the sustaining of the Armour position that the corn was not up to contract grade by both Supervising Inspector Smilie and the Board of Trade grain appeals committee, has again directed attention to the question of drying damp corn; or, rather, not so much to the drying itself as to the difficulties in drying 1903 corn without overdrying it and making it mealy.

This was the fault found with the grain in question; for, of course, the Armours could not well object to dried corn per se, of which they are themselves large makers and in which they are heavy dealers. But the corn crop of 1903, as a writer in the Chicago Evening Journal reminds us, "upset many a fixed belief about handling the property and has caused the transfer of bank accounts of many merchants and operators who thought they knew all about corn. The trouble appears to be that nature left too much for the dryers to do. And not the most pleasing feature of this matter of unmerchantable corn is the discovery that the country is running into much the same conditions as a year ago, as regards weather and farm preparations.

"The trouble dates from 1903. The big crop was not planted at the right time because corn planters do not work well in flooded fields. The crop did not develop right because corn needs better than March days through July. The corn never hardened in the fields. The milk from the corn splashed the wagon boards when it was gathered. The hard winter froze the corn and now the mischief is to pay in handling it again. It contained, first and last, too much moisture.

"Two months ago the owners of the biggest drying plants in Chicago told the trade that it would not pay to dry the 1903 corn. But prices have ruled high, the Armour holding on May contracts is great, the temptation to dry the corn for delivery is great. First, it costs more than usual because of the extra heat needed to extract the moisture. Second, the corn loses so much in weight that it takes away half the profits of drying. Third, the process has to be so prolonged and severe this year that the kernels, when put through the usual amount of handling, fall to pieces. This was the discovery made in loading the Armour steamers at South Chicago."

This is putting the case in its worst light. Lots of 1903 corn was dried and dried at a handsome profit. Indeed, but for the drying process, very little of the corn that went to market during the winter, barring that which reached the consumer in a frozen state, could have been marketed at all. Kiln-dried corn has a place in the trade that no other grade can fill. It can be shipped everywhere without danger of getting out of condition, and, although it will not stand extensive handling without breaking, there is less risk in shipping it, so the large shippers and exporters say, than the regular contract corn. The excess moisture is taken out and there is no danger of its getting heated when in transit, particularly during the late winter and early spring months. An exporter said: "Last year there was a lot of kiln-dried corn here that no one wanted. Finally it was sent to London and arrived there in good condition and sold at a fine profit. At the same time the same house sent several cargoes of natural dried corn, which reached its destination in a heated condition and had to be sold at a heavy loss. They can all talk about kiln-dried corn, but I want to tell you that it is the safest thing to ship in the spring, especially when it has to be held in boats for some time."

The overdrying of corn can easily be overcome by mixing it with damp corn, the moisture of

which by capillary attraction equalizes the moisture contents of the entire lot; and shrewd dry-house managers everywhere employ this method of conditioning grain for inspection and export.

ANNUAL MEETING OF THE NEBRASKA GRAIN DEALERS' ASSOCIATION.

The Nebraska Grain Dealers' Association held its sixth annual meeting at Lincoln, Neb., on April 29. The meeting was called to order in the Assembly Room of the Lindell Hotel at 10:30 a. m., with a good representation of Nebraska dealers in attendance.

President J. W. Holmquist, in calling for order, said: "We have met for the sixth time, and I wish to congratulate you on the present strength of your Association. A year ago I accepted the office of your president with much trepidation. I feared that at the end of the year there would not be the best conditions prevailing. We lost our very efficient secretary during the year, but owing to the faithful and good work of our new secretary and the loyalty of the members, things have been going very well with the trade in very satisfactory condition throughout the state.



J. W. HOLMQUIST.
Ex-president Nebraska Grain Dealers' Association.

Secretary H. G. Miller read the minutes of the last meeting which were adopted as read.

The report of the secretary-treasurer was read by Mr. Miller as follows:

In submitting this, my first annual report, the sixth of your Association, I will ask your attention and indulgence for a moment before passing to the regular business of the Association.

The spirit of co-operation seems to be in the air. It might be likened unto a germ that has produced an epidemic, which in spots is sweeping the country and which would appear to be directed particularly against the elevator interests, not only in your own state, but in all the grain producing states, north, south, east and west. It is confined to no particular locality, being more virulent in some sections, however, than in others. In fact, it may be truthfully said that this movement embraces not only the elevator interests, but many other lines of business as well.

As far as the grain trade is concerned, in respect to this movement in this state, in the past, beginning about 1889, it is not necessary to go into details. Nearly all of you were in business then; you are familiar with it; you felt its effects and know its history.

The present epidemic must run its course. The ultimate and only possible outcome is written in the history of the past. Notwithstanding the great advance in the market, some failures in the co-operative concerns have already been written. On the other hand, some farmers' shipments, delayed in transit and catching the advance in market, have netted some very fancy prices, the news of which has spread like a whirlwind, and which, in view of the agitation among the producers at present, has enabled the principal agitators, who are reaping a harvest in the shape of large salaries (Butler getting \$3,000 and expenses), to inject new life

and energy into the new scheme recently formulated in Omaha in the shape of a gigantic corporation consummated a few days ago by taking out incorporation papers in South Dakota. Something had to be done. The foundations upon which the recent agitation began a little over a year ago showed signs of crumbling and giving away. The continuation of the salaries of the promoters began to look dubious. The new corporation is born; its backers a few agitators; its capital of gigantic proportions; its basis naught but fine-spun theories. This great corporation is to revolutionize not only the grain business, but the packing interests, the live stock interests and other business as well. Disaster must be the result of such business, resting upon such uncertain foundations. The result of such disaster must be the enrichment of a few wily promoters and consequent loss of innumerable small stockholders.

Just so, on the other hand, will a departure from good business tenets on your part bring adverse conditions. Why are so many of you here to-day? It is to become better acquainted; to exchange ideas; to learn of each other; to cultivate a spirit of fairness with respect to the rights of each other; to discuss questions of mutual interest; to try and develop better conditions with reference to evils incident to the trade. In this world—in our business, in our social relations—we are all dependent upon each other. "Useless each without the other."

The grain dealer is dependent upon the producers, and your relations with him are questions of vital import and moment. Now let me impress upon your mind, and I want to make it as emphatic as I possibly can, that a spirit of confidence and cordial relations as between the grain men and the producer is of paramount importance. It is a matter that should engage your serious attention. The producer is a business man in his chosen field, just as much as you are in yours. Your relations are interdependent and should be of the most friendly character. The producer is entitled to fair business consideration, and nine men in ten will not object to fair and reasonable margins of profit on your part. You are entitled to that, but they will object to abnormal profit. They have a right to do so. They would not be protecting their legitimate business interests if they did not. If abnormal margins (which, granting for the sake of argument, could be obtained) are taken, confidence is lost and the grain grower will as a natural consequence take measures to protect himself, and you cannot blame him. Not only does it antagonize the producer, but other interests, besides making conditions ripe for the co-operative promoter who is not slow to take advantage.

These suggestions are not fanciful theories, but cold incontrovertible facts. "As you sow, so shall you reap" is a sentiment as applicable to questions of business as to questions of morality.

General Conditions.—You have had many adverse conditions to contend with during the past year. Your crops have been below normal in yield, especially on corn. Your wheat crop in yield was somewhat below the average, but, in the shape of quality, very bad and far below anything prevailing in your state for many years. This has made conditions hard in buying wheat. It has made it hard to buy at a profit. It has caused much dissatisfaction with the producer.

Not only have your crops been below the average both in quality and in yield, making it hard to handle, but there has been much feeding of stock, in sections, too, where crops were very light, resulting in taking practically all of the corn, and leaving little for you and consequently no profit on your investment.

You have had to contend with farmers' elevators, most of which concerns began business during the past year. These started in business apparently on the theory of rule or ruin—rule in respect to controlling the business with their many stockholders, who, under their constitution and by-laws, are compelled to pay a fine in case of selling to competing elevators, and consequent ruin to their competitors. Notwithstanding all these adverse conditions, your business during the past year has been fairly prosperous.

Membership.—The splendid conditions shown on the last annual report left but little in this respect to work upon. However, it gives me pleasure to state that notwithstanding the many trying conditions prevailing throughout the state, it has practically held its own. Notwithstanding that 22 have sold out, several have resigned and the suspension of several for various causes, we had, on April 1, 275 members, representing 868 houses, as against 281 members, representing 864 houses last year. Since the 1st of April, several new members have been obtained. There are some dealers who have in the past few months succeeded to former members with whom we have had no opportunity as yet to take up the question of membership and whom I have no doubt will eventually come in. Here is an opportunity for you who are in competition with new dealers to do good missionary work. Co-

operation in this respect with your secretary will produce good results.

Finances.—You will note from the report of your treasurer that the finances of the association are in a healthy condition. The balance is not quite so large as last year at this time by about \$260. The expenditures in some respects were heavier than last year, and in others, on the other hand, considerably less. And but for the several appropriations made at your last annual meeting, amounting to \$1,100, and which have since been paid, less \$120 which was returned, leaving a net charge against appropriations of \$980, your balance would show a little over \$2,600.

Complaints and Claims.—I am not familiar with conditions in this respect in previous years, but that you should have a good many complaints under this year's crop conditions is but natural, and there have been many. The principal source of these complaints—I am safe in saying 75 per cent of them—have had their origin in the different views of the different dealers with reference to values on your low-grade wheat. With something near normal conditions with reference to quality, 90 per cent of the complaints of this nature would be obviated.

Again, another source of troubles has been due to the freight rate situation, due to disagreements between the various transportation companies. In some sections competing for the same business there has been a difference in freight rates at



W. B. BANNING, UNION, NEB.
Vice-pres. Nebraska Grain Dealers' Association.

times as high as 5 cents a hundred, compelling dealers on some lines, in meeting competition to take care of the business that naturally belongs to them, to handle it at a loss. I am happy to state that these unstable freight rates will probably not annoy much longer, a tentative agreement having already been arrived at by the transportation companies. A stable freight rate proposition is a consummation devoutly to be wished for. It will conserve the interests of all in many ways.

Again most of the co-operative concerns began business during the year. In the beginning of their operations, with their policy of "rule or ruin," you have had much to contend with. It is to be observed in this connection, however, that after a few months, more or less, as the case may be, realizing that the basis upon which they came into being, and which basis was laid by unscrupulous and self-seeking promoters, was false, they are in a great many cases to-day trying to do business in some respects, as far as legitimate margins are concerned, at least, on a reasonable profit-making basis, and in the future complaints from these sources will be fewer.

Local Meetings.—It is hardly necessary for me to say to you that through the medium of local meetings more good work has been accomplished in many and various ways for the good of the grain trade at large than through any other source. I believe it can be truthfully said that it is the foundation stone upon which the success of association work is built. With one or two exceptions, meetings were held in every district at least twice—just prior to the movement of the wheat crop, and later, just before the movement of the corn crop. Nearly all of these meetings were well attended and enthusiastic. Special meetings have been called in a number of cases.

Weighing and Inspection Department.—Not much can be said with reference to this subject at this

time. Several meetings of your committee have been held. The rules and regulations adopted at your last annual meeting, governing inspection, have been embodied in booklet form and sent to all the members; also certificates of inspection, certificates of weights and bad order car reports printed.

Upon application of the Central Granaries Co. there have been appointed inspectors at Rulo, December 29; at Holdrege, December 21, and at Lincoln, December 25. Under the same application, a weighmaster was appointed at Rulo on December 29. Upon application of the Hayes-Eames Elevator Co., an inspector was appointed at Table Rock. Upon application of Nye-Schneider-Fowler Co., an inspector was appointed December 29 at Fremont. Upon application of W. H. Ferguson, a deputy inspector was appointed at Lincoln, January 14, and March 22, upon application of the Nebraska Elevator Co., an inspector and weighmaster were appointed at Valparaiso. In all except one instance, these applicants for inspectorships, before their appointment, were personally examined by your committee as to their fitness for this work.

This department of your association has had a beginning too recent and too little has been done as yet upon which to base an opinion as to whether it will be a success or not. Up to April 1 this department stands indebted to this association to the amount of \$20.22, but since this time \$7.50 has been received, leaving a net debit balance of \$12.72.

Arbitration.—At the last annual meeting, provision was made for an arbitration committee, to be composed of three members, for the purpose of

Expense weighing and inspection department, paid out	\$56.62	
Expense weighing and inspection department, received	36.40	20.22
Special account, appropriated	1,000.00	
Special account, cash returned....	120.60	
Stenographer's salary and extra help.....	616.25	
Secretary's salary	2,312.44	
Secretary's traveling expense	345.86	
Balance on hand April 1, 1904.....	1,633.30	

Total\$7,421.05
On motion of A. H. Bewsher the reports were adopted.

Mr. Miller read the report of the arbitration committee.

The report on motion was adopted and filed.

A. H. Bewsher, secretary of the excursion committee, read the report of that committee. The report embraced the financial statement of the committee and recommendations to the effect that \$500 of the surplus fund, in the hands of the committee, be placed with the secretary of the Association to apply as an excursion fund.

On motion of Mr. McCloud, the report, as regards the financial statement, was adopted.

The recommendations embraced in the report regarding the disposal of funds was acted upon separately. Mr. Bewsher moved that the recommendations of the committee be adopted. The motion carried.

A vote of thanks was extended to the excursion committee for the successful manner in which they had performed the duties which had devolved upon them.

President Holmquist announced that the selection of a nominating committee was in order, and the following committee was nominated in open meeting: W. B. Updike, U. P. Ry.; C. W. McConaughy, B. & M.; F. P. Lint, Mo. Pac.; Thomas Worrall, Rock Island; A. H. Bewsher, U. P.; A. F. Brenner, M. & O.; D. J. Kennedy, Great Northern.

D. Hunter of Hamburg, Iowa, president of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, was asked to address the meeting, and said in part:

"It is with a great deal of pleasure that I meet with you to-day, but I did not come prepared to make a speech. I have noticed the past season, in which we have had a peculiar situation in Iowa, that you have been working in harmony with us. Some of our people were haled out. You had grain to sell, however, and we found that some of it was going to objectionable parties. The question was taken up with your secretary, the proper parties were notified, and card bids were at once withdrawn from those not entitled to them. I wish to say that that is the way things should be; and I assure you that, if the tables are ever turned, we will reciprocate. I can congratulate you upon your Association.

"I have been before this convention several times in the interests of the Grain Dealers' National Association. I am not going to say much, but I wish to say something on this topic. You are still outside the National and working, as is right, for your own state organization. Yet there are national questions which are of interest to all dealers and which can only be handled by the National Association. Our arbitration committee is composed of strong men. When you have an arbitration case before your own committee, and the parties are not satisfied with their decision, you can appeal it to the National Arbitration Committee. I have taken great interest in seeing the state associations affiliate with the National, and would be glad to see you fall in line with the rest."

A. F. Brenner of Minneapolis, president of the South Minnesota and South Dakota Grain Dealers' Association, was introduced by President Holmquist. He said: "I wish to endorse all that Mr. Hunter has said. The secretaries of the various state associations, affiliated with the National Association, have done a great deal of good in visiting the different terminal markets and taking steps to put an end to evils that have been found there. In regard to the arbitration committee, that has also accomplished very much for the good of dealers."

Mr. Brenner gave history of the co-operative movement in the Northwest and its influence on farmers' elevator companies. In his opinion a large part of the solution of these questions lay with the National Association. Following his remarks an adjournment was taken until one thirty.

AFTERNOON SESSION.

President Holmquist called the afternoon session to order at 2 p. m. The nominating committee's report was read by Mr. Worrall. It recommended the election of the following:

For president, David Bell, David City; vice-president, W. B. Banning, Union; governing board, T. D. Worrall, Lincoln; C. A. McCloud, York; Frank Fowler, Tremont. Mr. Fowler later withdrew his name, and C. C. Crowell Jr. of Blair was appointed in his place.

On motion, the report was adopted and the gentlemen named declared elected.

Mr. Bell was called to the chair and made a short address, thanking the Association for the honor of his selection to be their presiding officer.

On motion of Mr. Bewsher, it was decided, by vote, that the Association should hold a biennial instead of annual excursion.



H. G. MILLER, OMAHA.
Secretary, Nebraska Grain Dealers' Association.

handling arbitration cases, which before were handled by your governing committee. Pending the change in administration in this office, this committee was somewhat slow in beginning its work. The chairman appointed at the last annual meeting was unable to serve and in his stead was appointed Mr. S. J. Bell. I refer you to the committee's report for details.

In conclusion let me say that I came to you nine months ago, new, untried and unfamiliar with association work, and whether I have served you satisfactorily or otherwise, I want to thank you for your hearty co-operation and your loyal support. Upon your loyalty, interest and enthusiasm depends the success of the work of this office. To Mr. Bewsher, your ex-secretary, who served you so long and so ably, I desire to extend my thanks for his assistance and co-operation.

Mr. Miller, as treasurer, then read the following report:

RECEIPTS.	
Balance on hand April 1, 1903.....	\$1,891.64
Dues	5,081.30
Fees	49.50
Interest	15.06
Advertising	320.50
Arbitration, received	\$88.01
Arbitration, paid out.....	49.90
Donation	25.00

Total\$7,421.05

DISBURSEMENTS.	
Office furniture	\$ 103.00
Printing	293.10
Postage	449.26
Telephone and telegraph.....	185.34
Office supplies	89.01
Collection and exchange.....	23.04
Office rent	268.75
Testimonial to Geo. S. Hayes.....	100.60
Expense governing committee	72.49
Expense excursion committee	28.96



C. A. MC CLOUD, YORK, NEB.
Director, Nebraska Grain Dealers' Association.

Mr. Miller stated that arrangements had been made for a talk by Professor Lyon of the State University of Nebraska on the subject of "Improvements of Seed Corn," but that sickness had prevented the professor's attendance. He also read an invitation from George A. Stibbens, secretary of the Grain Dealers' National Association, inviting the members to attend the annual meeting of the National Association at Milwaukee in June.

President Holmquist spoke upon the subject of affiliating with the National Association and announced that same was open for discussion. The subject brought out a discussion in which the members who were in favor of affiliating with the National Association presented the reasons anew for so doing, and other members who thought the time and conditions were not ripe for becoming connected with that organization were heard.

A motion, that the Nebraska Grain Dealers' Association affiliate with the National Association, was lost by vote of 37 to 53.

A general discussion took place upon the question of the assessment of elevator property; and it was decided that the chair appoint a committee of five to wait upon the State Board of Equalization to secure the establishment of a just basis for such assessment.

The meeting then adjourned sine die.

JUST A FEW POINTERS OF INTEREST.

The following dealers attended: J. R. Morris, Fremont; Geo. W. Conrad, Woodriver; J. W. Holmquist, Oakland; James Taylor, Auhurn; George Coryell, Talmadge; J. W. Anderson, Holdrege;

J. Tighe, Wabash; W. B. Banning, Union; J. W. Bailey, Brock; A. Maust, Falls City; L. L. Coryell, Auburn; A. F. Sturm, Nehawka; F. H. McCarthy, Union; H. J. Smith, Table Rock; F. E. Young, Loomis; Ed. Wenzel, G. W. Venner, Eagle; W. A. Hoage, Douglas; A. A. Robertson, Cook; William Rundberg, Ong; T. D. Worrall, F. D. Levering, Lincoln; M. D. Eames, Hastings; A. H. Bewsher, Omaha; D. Holland, Havelock; M. J. Holland, Bellwood; C. L. Aller, Crete; A. P. Stafford, Nebraska City; E. J. Rose, Ashland; N. Bainbridge, Gretna; Frank Hendrickson, Prairie Home; J. T. Evans, South Bend; J. Peterson, Glen Rock; H. J. Callen, South Auburn; A. N. Vandell, Loomis; R. K. Johnson, Valparaiso; H. J. Roberts and J. W. Welch, Dewees; J. M. Morrison, Loomis; J. Dickson, Panama; O. A. Cooper and G. W. Butterfield, Humboldt; W. H. Irland, Berlin; N. Jacquot, Merna; A. F. Diels, Scribner; E. E. Barber, Lincoln; David Speltz, David City; H. E. Calkin, Wabash; R. Unzicker, Milford; W. J. Elliot, Superior; G. J. Railsback, Ashland; A. L. Hoover, Lincoln; George F. Milburn, Minden; F. S. Cowgill, Omaha; Frank E. Coe and J. B. Wright, Lincoln; R. W. Nelson, Bookwalter; John Erickson, Stromsburg; J. A. Lindholm, Blair; C. T. Peavey, Beatrice; E. G. West, Gottenberg; J. W. Knight, Walton; William Burke, Friend; G. W. Warner, Pickerel; S. J. Brown, Omaha; J. R. Morris, Fremont; P. C. Nelson, Staplehorst; J. Cox, Hampton; C. A. Coe, Burrese; R. H. Thorp, South Bend; J. Elwell, Springfield; A. H. Denison, Elmwood; D. C. West, Wyoming; Robert Beckole, Waco; J. B. Nelson, Stromsburg; H. C. Hart, Edgar; C. A. Richie, Louisville; Guy Jameson, Stella; H. O. Barber, Lincoln; C. A. McCloud, York; J. A. Blair, Lindholm.

The machinery representatives were Edw. A. Ordway, with the Invincible Grain Cleaner Co., Silver Creek, N. Y.; W. C. Bailey, with York Foundry and Engine Works, York, Neb.

From the St. Louis market there were: T. A. Bryant, with Brinson-Waggoner Grain Co.; W. W. Powell, with Sherry-Bacon Grain Co.; F. J. Hennessey, with Langenberg Bros.; J. M. Lane, with J. H. Teasdale Commission Co.; R. E. McClellan, of Eaton & McClellan; G. E. Parrott, of Parrott-Day Co.

Kansas City sent a delegation which included: W. G. Hoover, representing J. Rosenbaum Grain Co.; D. L. Croysdale, of W. E. Croysdale & Sons; P. F. Lucas, of Goffe, Lucas & Carkener; H. T. Mulhall, with Southwestern Elevator Co.; A. Logan, of Logan Grain Co.; John H. Lynds and J. W. Hiler, of Vanderslice, Lynds Co.; L. A. Fuller, of Thresher & Fuller; C. W. Donaldson, with Moscs Bros. Grain Co.

L. R. Doud, representing the Grain Dealers' National Mutual Fire Insurance Co., distributed literature on the benefits of mutual insurance for grain dealers.

The youngest dealer was Earl Coryell, five years old, from Talmadge, Neb.

C. C. Miles, of P. B. & C. C. Miles, represented the Peoria market.

Chas. T. Neal, representing Harris, Scotten & Co., Chicago, held open house to his friends in Parlor B during intermission from sessions.

J. W. Radford, representing Pope & Eckhardt Co., and Henry A. Rumsey, of Rumsey & Company, were the Chicago representatives.

F. P. Lint, of Hinds & Lint Grain Co., and W. S. Washer, of S. R. Washer Grain Co., came up from Atchison, Kan., to attend the meeting.

There were present from Omaha A. H. Bewsher, secretary of Omaha Elevator Co., and George H. Lyon, with Calumet & Western Elevator Co.

Just to be neighborly, Iowa sent representatives including D. Hunter, president of the Iowa and Missouri Union, Hamburg, Iowa; C. F. Hahn, Sibley, Iowa; D. J. Kennedy, Sioux City, Iowa.

Mrs. T. A. Bryant accompanied her husband to the meeting and contributed to the social features of the day's sessions.

Write us about trade and crops.

IOWA CORN PROPAGANDA.

Speaking of Prof. P. G. Holden's seed corn lecture tours through Iowa, Director Sage of the Iowa Weather and Crop Service, on April 30, said: "I cannot estimate the value of this trip; it will be so great. It is simply marvelous how great interest has been awakened all along the line of the course taken by Professor Holden's party. I believe there will be a very great increase in the acreage of corn planted this year as a result. I think this week will end the tour, as it is growing late in the season, and all along the line the people are in the fields where they are at work planting."

These lectures, given throughout the Iowa corn belt, were decided upon at a banquet of the Des Moines Cereal Club, early in April, when the serious situation as to seed corn, after too unusually complete failures of the crop in that state, became a threat to this year's crop. The plan then agreed upon was to have Professor Holden tour the states and give fifteen-minute lectures on seed corn and corn culture at the railway stations. The Rock Island and Burlington Systems agreed to furnish special trains for the purpose; and Geo. A. Wells of the Iowa Grain Dealers' Association undertook

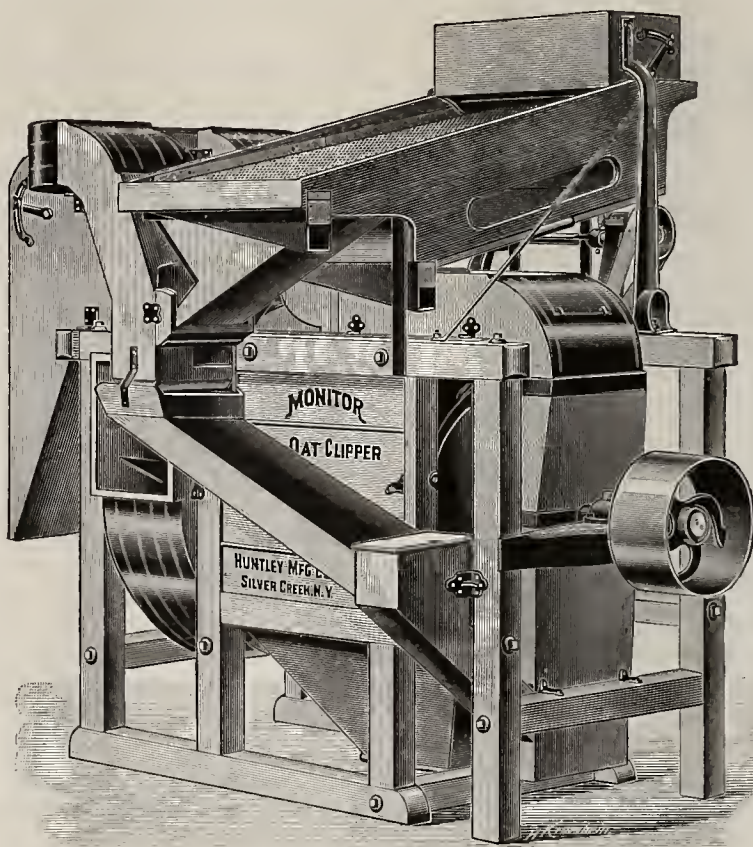
farmer, and test the seed for planting the entire farm.

Prof. P. G. Holden occupies the chair of agronomy at the Ames Agricultural College. He proposes to make Iowa soil raise 25 per cent more corn than it has raised before and add 50,000,000 bushels to the state's annual corn crop without putting one additional acre under cultivation, and this is the way he started the campaign.

Professor Holden is a "book farmer," who used to run a 25,000-acre farm in Illinois; but he is one of those who can make the farmer admit his way is right. His plan, which he developed in Illinois, is to induce every farmer to break off and cast aside the small end of every ear of corn he proposes using for seed, because the kernels on the small end are imperfect, germinate poorly and produce poorly; to have every ear of corn intended for seed tested by a simple germinating process to prove whether its kernels will grow, and to have the corn planted so that it shall average $3\frac{1}{2}$ kernels to the hill.

MONITOR OAT CLIPPER.

Oat clipping is every day being recognized more and more as a profitable operation in the success-



MONITOR OAT CLIPPER

to manage the advertising, which he did well and in which he was freely assisted by the local grain dealers.

The first trip was made over the Rock Island System, when in three days no less than 5,000 farmers were addressed upon the subject of seed corn and the disastrous results that might be expected from the planting of poor seed pointed out. At each station where stops were made Professor Holden talked about twenty minutes. Eleven counties on the Rock Island were reached in this way, with a farm area 5,811,921 acres, of which about 1,000,000 will be planted to corn.

Then the Burlington, Milwaukee & St. Paul, North-Western, D. M., I. F. & N. provided special trains and their stations were visited and the farmers similarly warned and instructed, with the results stated by Mr. Sage above. One of the most notable converts to the testing of seed corn was found at Pocahontas, says a Des Moines paper. Here Joe Allen, banker, capitalist and farmer, was convinced of the importance of this spring's planting. He is the owner of a 13,000-acre farm, and announced his intention to test every ear of corn that is used for putting in this year's crop. He went even further than that, and made arrangements to secure the services of a specialist from Ames College. Prof. Holden selected a man to take up the work at the expense of the capitalist-

ful elevator, warehouse and mill; and in attaining the best results, the Huntley Manufacturing Company play an important part with their Monitor Oat Clipper.

This machine has proven of distinct merit wherever it has been used, and is noted for the high quality work which it produces, as well as for its solid and substantial construction. In operation, it takes the oats from an automatic feed to a vibrating screen which takes out all sticks and coarse matter and delivers the oats in a thin, even stream to a wind trunk, in which each oat is separately acted upon by a powerful but perfectly controlled air current, and wherein all dust and light particles are removed. Passing to the clipping case, the oats are continually subjected to an air current by which the clipping dust is continuously removed. When passing to the discharge spout, the oats are subjected to another powerful air current which delivers the oats in the most salable condition.

L. K. Larson of Dell Rapids, S. D., on March 20, made a shipment of 50 bushels of yellow dent seed corn, South Dakota growth, to the United States government's purchasing agent at Manila. It was packed in tin-lined, air-tight boxes. The price was \$3 per bushel.

A DISTRIBUTING COMPANY.

The Loftus-Hubbard Elevator Company, with its headquarters at St. Paul, Minn., does both a receiving and distributing (including retail) business, handling flour and feed as well as hay. Two of the Company's houses in Minnesota are shown in the accompanying pictures, besides which the

purchase of a terminal elevator in Chicago, having a capacity of 8,000,000 bushels of grain. The company will also purchase terminal elevators or erect them in St. Louis and Kansas City. Arrangements are also under way for the purchase of two hundred elevators in Kansas and Nebraska, and within the next thirty days a line company, having forty-two elevators in northwestern Nebraska will be pur-

of \$50,000,000. In communities where elevators are built the members of the Exchange will have the first privilege in the delivering of grain. The company at the present time intends to deliver grain to the market charging the same rates as the present firms, and the profits then derived from this work will be returned to the farmers minus the cost of delivery and a certain sum to be set aside in an emergency fund." Selah!



LOFTUS-HUBBARD ELEVATOR CO.'S PREMISES AT ST. PAUL.

Company owns a hay warehouse at Omaha with storage capacity for 700 tons of hay.

In connection with each of the grain elevators shown in the pictures the Company operates a feed mill and grain cleaning machinery.

The St. Paul plant is located on the Chicago Great Western tracks, and has storage capacity for 40,000 bushels of grain. Situated right in the business center of the city, it largely supplies the St. Paul city feed trade with grain, hay and feed, and is also used as a transfer, cleaning and sacking house for stuff going out on through shipments. The power is furnished by an electric motor of 40 horsepower.

The Stillwater elevator stands alongside the tracks of both the Northern Pacific and Omaha (C. St. P. M. & O.) lines. It has storage capacity for 50,000 bushels of grain. From this house is supplied the immense demand for grain and feed from the lumber firms having headquarters in the city and doing their logging in the North on the lines of both the roads named. This demand is so great that ordinarily during the winter season the feed mill and shipping department are in operation both day and night. The power for this house is supplied by two gasoline engines.

The trackroom at the command of the company is sufficient for four cars at Stillwater and twelve at St. Paul.

The Company's consignment hay business is handled separately from the other lines.

THE LATEST PIPE DREAM.

The National Farmers' Exchange, the most recent of the farmers' grain trust movements, of which one A. B. Van Petten is said to be treasurer ("angel"?), has put the little city of Sterling, Ill., on the qui vive by announcing that an elevator to cost not less than \$10,000 will be built there this season. And, after the local reporter had been duly "doped," he let out the entire plan of the Exchange in the following smoke, which reminds one very much of the genius the fisherman of the Arabian Nights tale let out of the bottle he had drawn in on his net:

"The company has opened headquarters in the Board of Trade building in Chicago. It will also open offices in St. Louis and in Kansas City. The Exchange has grown so rapidly that it is almost impossible for the present officials to keep up with the work. They have made arrangements for the

chased and will become a part of this gigantic corporation.

"The first shipment of grain by the National Farmers' Exchange passed through Sterling to-day for Chicago. The grain was shipped from Nebraska. The directors are hard at work making arrangements for the taking over of the two hundred elevators in Nebraska and Kansas City, and the forty-two elevators of an old-line company, and desire to have these in operation by June 1. The Exchange is also receiving demands from their local organizations in the Dakotas, Minnesota, Nebraska, Kansas and Iowa for elevators, and it is barely pos-



LOFTUS-HUBBARD ELEVATOR CO.'S ELEVATOR AT STILLWATER, MINN.

sible that before the end of the present year over one hundred elevators will be under the control of this organization.

"The directors are now at work drawing plans for elevators. Every elevator to be erected by the company is to cost not less than ten thousand dollars, and these elevators are to be erected in various parts of the country over which it has jurisdiction.

"The exchange is incorporated at a capital stock

MORE ELEVATORS AT KANSAS CITY.

It is announced in Kansas City that the Rock Island System is about to build a 1,500,000-bushel elevator in Armourdale; that the Missouri Pacific will add a house of similar size to its property on the East Bottoms; that the Wabash has completed plans for a transfer house to be built in Randolph probably; that the Santa Fe will build a 1,500,000-bushel house in Turner; and that the Gulf Elevator will be enlarged to 500,000 bushels' capacity.

These additions to the elevator space will bring the terminal's storage capacity up to about 12,000,000 bushels, and give it more the character of a terminus than that of a way-station, which it has had in the past.

HUDSON BAY ROUTE.

J. W. Tyrrell, D.L.S., a member of the Canadian exploring expedition to Hudson Bay in 1885 and 1900, lecturing recently to the Canadian Institute on the navigability of the Hudson Bay straits, said he was convinced that the straits were navigable for at least five months, and perhaps for six months. In his opinion he was borne out by Admiral Markham, who had more experience than any man living. The straits were never frozen over. They were filled with floating ice at certain periods, but he thought that this ice would never prove a serious obstacle to such ice breakers as those now in use on the Baltic or the Great Lakes.

R. F. Stuart, on the same occasion, said he felt certain that vessels would be plying to and fro in Hudson's straits before long. He was a member of the party on the Neptune in 1885; had made a close

study of climatic conditions, and was convinced that it was possible to ripen grain further north than the districts now cultivated. The isothermal lines run in a northerly direction, and even on the arctic circle there are the high temperature and the sunlight, which are valuable factors in ripening crops. In this connection he referred to the agricultural efforts in the Yukon, and declared that he had great hopes of most valuable wheat and grazing lands further north than anything known to-day.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it].

BUSINESS CHANGE IN OHIO.

Editor American Elevator and Grain Trade:—Having purchased G. W. Hornbeck's elevator, we are the only grain dealers here.

Wheat will not make a tenth of a crop; oats are going out very late; no corn to move.

Yours truly, R. B. GORDIN.
So. Solon, Ohio.

CROPS IN OHIO.

Editor American Elevator and Grain Trade:—Crops are moving very slowly in this section. Wheat is mostly all sold, so are corn and oats. Seeding now (April 18) is about two weeks late, and the ground is very wet. The hay movement also is rather light.

Yours truly, CHARLES T. PIERCE & BRO.
Defiance, O.

NO CORN IN THE NEIGHBORHOOD.

Editor American Elevator and Grain Trade:—There is no corn in storage in this immediate neighborhood. The Wolcott Mill Co. (my employers) buy their corn in and about Keensburg for their retail trade. Nearly all farmers in this locality are buying corn to make the present crop on.

Yours respectfully, DANIEL BARNETT.
Harrisburg, Ill.

CORN SHELLING OUT WELL.

Editor American Elevator and Grain Trade:—Corn is shelling out in much better condition than during the winter months. I am of the opinion that after we have had a little more drying weather, we will have no trouble in getting No. 3 grade, at least; with markets manipulated, we could not expect a 2 grade. In my opinion the poorest corn was shipped during the winter.

Yours truly, O. P. CARROLL.
Putnam, Ill., April.

CLEAN BILL OF LADING IMPRACTICABLE.

Editor American Elevator and Grain Trade:—Under present conditions, the "Clean Bill of Lading" seems impracticable to us, and I believe it would be really an injustice to the railroads, at least in some instances. We believe that the time will come when it will be all right, and it certainly would be a great thing for the shipper whenever it can be accomplished without working an unnecessary hardship on the transportation companies.

Yours truly, W. W. POLLOCK.
Mexico, Mo.

SOME OBJECTIONS TO A CLEAN BILL OF LADING.

Editor American Elevator and Grain Trade:—There are two sides to the question whether the railroads should be compelled to give a clean bill of lading for grain.

Personally, the writer has never favored this, as we feel that it would be much of a detriment to the country elevator man. If the railroads were compelled to give the elevator man a clean bill of lading and guarantee to deliver at the terminal market the exact number of pounds received in the country they would have to give same to any other shipper, and it would be a great inducement for farmers to do their own shipping. There may be some sections of the country where a clean bill of lading would be a decided aid to the grain man, but in this western country, we feel that it would not be advisable at the present time to have such a law enforced.

In the first place, the shipper could be sure that some method would be devised by the railroads whereby they would be protected in the natural shrinkage of the grain, even if they had to go into the grain business on their own account, own their

elevators, and issue warehouse receipts for all grain delivered to them at all stations.

There is a great deal that could be said on this matter, if it was open for debate at one of our grain dealers' meetings, and it seems to the writer that that is the proper way to handle the matter and it should be in executive session, where the arguments for and against the measure could be given freely.

Yours very truly, F. P. LINT.
Atchison, Kan.

NEWS FROM NEBRASKA.

Editor American Elevator and Grain Trade:—The Hayes-Eames Grain Company of Hastings, which operates a large line of elevators throughout the state, has made arrangements to remove headquarters to Lincoln.

Maust Bros. at Fall City succeed E. A. Maust & Son. They own several elevators in the vicinity of Fall City. The senior Mr. Maust retires from active business.

William Douglas of Fall City, has machinery installed in his new 125-barrel mill. It will soon be in operation. Barnard & Leas Mfg. Company are equipping the mill throughout with the latest improved machinery. A 15,000-bushel elevator adjoins the mill.

A Farmers' Elevator Company has been organized at Sterling, and will erect a 40,000-bushel modern elevator.

Cooper & Linn, operating a mill at Humboldt and elevators at several stations, are adding a 10,000 capacity improvement to their elevator at Sterling.

The Farmers' Elevator Company at York, that had leased the T. W. Smith elevator the past year at this station, has secured ground on the Burlington and will build this summer.

Currie Grain Company of Bradshaw has torn down its elevator at this station to be replaced by a modern 30,000-bushel building.

Lemmon & Coleman succeed Cameron & Lemmon at Ulysses, Neb.

E. E. Marshall of Weeping Water is tearing down his old elevator and will replace it with a new building of modern construction, 25,000 bushels' capacity.

Ewart-Wilkinson Grain Company's house at Wahoo will be entirely remodeled and enlarged this summer. The company has recently installed a new Howe Gasoline Engine here in place of steam power.

Lincoln, Neb.

JUNE A GOOD MONTH FOR MEETINGS.

Editor American Elevator and Grain Trade:—In your issue of April 15 we are interested to note a communication from E. L. R. of Philadelphia. While we regret that the dates for the annual meetings of the Grain Dealers' National Association and the National Hay Association are so close together, we cannot help believing that the action of the directors of the Grain Dealers' National Association, in changing the date of the annual meeting from October to June, is an excellent one, which will be appreciated by a large majority of the members of the National and affiliated state associations.

For instance, in Texas, Indian Territory, Oklahoma, Kansas, Missouri, Iowa, Illinois, Nebraska, Minnesota, North Dakota, South Dakota, Wisconsin, indeed, in almost all of the wheat-producing states, the month of October is one of the busiest months of the year, and no dealer who is required to give his personal attention to his business during the busy season can afford to spare the time to attend any meeting of any nature during that month.

On the contrary, in nearly all of the states previously mentioned, the month of June is one of the quietest, duller months of the year. Probably in no other month, unless it be the month of May, can the vast majority of the dealers throughout the wheat-producing sections of our United States find more time, or have a better opportunity for meeting together in annual session than during the month of June. And if we are correctly informed

by various members of the board of directors of the Grain Dealers' National Association, the Chicago members had very little to do with this change, which was brought about principally by the masses who contribute to the support of state and National associations, and who are anxious to have its annual meeting held at a time when it is not impossible for them to be present.

Yours truly, THE BENNETT COMMISSION CO.
Topeka, Kan.

IS OPPOSED TO THE CLEAN BILL OF LADING.

Editor American Elevator and Grain Trade:—As to the question of a clean bill of lading, I have for a long time held that it would be a heavy expense for the railroads to provide facilities for weighing grain at each station, and I do not know how they could provide such facilities except by putting in track scales or building elevators with carload hopper scales, so that the local agent could do the weighing. I do not think it to the interests of the grain dealers for either of these methods to be done; as, in the first case, we would not wish to take track weights, and, in the other case, they would naturally have to weigh and furnish cars for farmers or anyone who wished to ship grain.

From our experience at our elevator here at Des Moines, I am convinced that the shortage claimed by most of the local grain dealers is exaggerated. We can load 50 cars of grain at our elevator here, ship to Chicago to be weighed by Mr. Foss' department in regular elevators, and the average shortage will be less than 100 pounds per car. If we can have this result with good facilities, careful weighing and careful cooping of cars, the local country dealer can certainly have the same result.

That there has been a great deal of carelessness and dishonest work at terminal markets, there is no question, but I have every reason to believe that the efforts of the state grain dealers' associations, in connection with the National Association, are bringing about a system and supervision in all the regular grain markets that will, in the near future, give us fair and honest weights.

The most important problem, in my estimation, for the country dealer now is to provide good weighing facilities and use more care in cooping cars so that they may know where they get fair treatment on out weights. In our case, when we find excessive shortage in certain markets, or at a certain elevator or mill, we will not sell grain guaranteeing out weights at that place. And by having good scales kept always in good order, we can determine this.

Yours truly, M. McFARLIN.
Des Moines, Ia.

RE THE NATIONAL ASSOCIATION MEETING.

Editor American Elevator and Grain Trade:—In your April issue, I noticed a letter signed by E. L. Rogers, protesting against the change in date of the meeting of the Grain Dealers' National Association from October to the latter part of June, stating in his letter that he understood such change was adopted and urged for the convenience of the Chicago members of the Association. Knowing this to be an injustice to the Chicago people, and believing that Mr. Rogers would be pleased to have himself corrected in his impression, I take the liberty of stating that the change as made was at the urgent request of practically the entire grain trade represented west of the Mississippi River. In fact, if the National association desired the attendance and cooperation of this trade west of the Mississippi River, it would be necessary that the meeting be held at such a time as an attendance from these sections could be secured. In the territory mentioned, the small grain crops commence to move in July. This is especially true in the Southwest, and from that time on until March 1, there is no time during which an absence from business is justified by grain men from this territory. This same condition applies to Illinois and Indiana.

It has been proven during the past six or seven years that the National's meetings were not at-

tended as they should be, and invariably it has been determined that it was because of the inability of even those who were greatly interested to get away from their business. The main reason, however, was that unless this change was made it would be entirely out of the question to interest the Northwest, for even last year, with the meeting held in Minneapolis, business was so pressing that a great many people thoroughly in sympathy with the National association were unable to attend the sessions of that organization.

I believe, in view of this fact, and inasmuch as the territory represented covers a very large percentage of the membership of the National association, Mr. Rogers will find that the best interests have been served by such change.

Yours very truly,
Minneapolis, Minn. W. H. CHAMBERS,
Gen. Man. Peavcy Elevator Co.

NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—The National Hay Association's eleventh annual convention promises to be one of the best meetings we have ever held. President Dexter is arranging the programme so that we will conduct the business in the forenoons of the 14th, 15th and 16th, and he expects by calling sessions promptly to order in the morning and by attending strictly to the programme members can get through with the work and spend the afternoons and evenings in enjoying the great attractions of the World's Fair. This will be easy as the hotel is less than 500 feet from the southeast entrance.

Both to accommodate members and me, members are requested to send me their checks immediately for \$5 to cover annual dues up to the convention of 1905; then when members arrive at the Forest Park University Hotel all that will be necessary will be to present their receipts and procure their badges, which this year will be unusually attractive. This badge will admit to the meetings of the association and to the other places of entertainment to be furnished by the hospitality of the St. Louis dealers. Very truly yours,

P. E. GOODRICH,
Secretary.

Winchester, Ind.

A FARMER'S RATIOCINATION.

Senator McCumber's recent attack in the Senate on Minnesota inspection was based on an article by H. C. Stivers of the Superior Board of Trade, in which he charged the elevator men at the Head of the Lakes with stealing grain worth \$20,000,000 by false weights. This statement was of course absurd on its face; but the difficulty of getting people to reason sanely on this (as upon most subjects) is forcibly illustrated by a communication on this self-same matter to the St. Paul Globe of April 25 by one K. Nelson of Fertile, Minn., whose disregard for mathematical accuracy is as magnificent as Mr. Stiver's computations were audacious. Mr. Nelson among other things says:

At first McCumber's charges looked to be greatly exaggerated, but upon closer examination and some little figuring he is not so many million dollars out of the way after all. We will say that Minnesota marketed on an average 50,000,000 bushels and North Dakota 40,000,000 bushels of wheat per year for the last ten years. The total would be 900,000,000 [90,000,000] bushels sold at Duluth, Superior and Minneapolis. Let us say the loss on grade was 2 cents per bushel. One-half of 900,000,000 is 450,000,000, at 2 cents per bushel, is \$9,000,000 [\$900,000]. Add to this a loss on dockage of one-half a pound per bushel or 450,000,000 [45,000,000] pounds at an average of 1 cent per pound or \$4,500,000 [\$450,000]. Add to this the shortage on the cars, averaging all the way from three to five bushels per carload on 1,000 bushels to the car, or 900,000 [90,000] carloads, five bushels per car, or 4,500,000 [450,000] bushels, at an average of 60 cents per bushel, will be another item, \$2,700,000 [\$270,000]. Then take all the dockage or screening received from cleaning the wheat at terminal points, which we will say amounts to about a half pounds per bushel on 90,000,000 [9,000,000] bushels, 675,000 [67,500] tons at \$5 per ton, or \$3,375,000 [\$337,500].

In adding these four items together we will get a grand total of \$19,875,000 [\$1,987,500] loss to the

farmers just on wheat from the two states alone, not to speak of the loss on all other small grain in proportion, and also on wheat received from South Dakota, Nebraska and Iowa. So McCumber is not so far out of the way after all.

Mr. Nelson seems, from his own statement, to be a bright and shining light in a farmers' company at Fertile. The stockholders will do well to let him go 'way back and keep seated, when it comes to its business management, if he "figures" on everything as he has in this case; to say nothing of the manifest falsity of his theory in general.

H. M. TALCOTT.

Although the grain trade demands good service and close attention to her various moods, for markets are ever fickle and unstable, even seeming so from pure capriciousness, yet a high class of young life, energy and brains are always ready to be placed at her disposal. The West especially has its full share of bright young men engaged in the grain trade, one of whom we are privileged to present to the reader in a sketch of H. M. Talcott,



H. M. TALCOTT, DES MOINES, IOWA.

who, with many others, raise the standard of the grain man in Iowa far above mediocrity.

It was very recently that Mr. Talcott accepted the position of manager of the future department at Des Moines, Iowa, of the Chicago Grain and Elevator Company of Chicago. Although but twenty-eight years of age he has devoted the major portion of his life to the grain interests, and is well and favorably known to the Iowa grain trade.

During the bumper and flourishing broom corn crops of the Southern states, Talcott & Son were probably the most extensive handlers of this commodity in the country. They at one time had en route for Eastern markets over twenty trainloads and as much more contracted for early shipment.

Mr. Talcott went to Iowa six years ago in the service of the Weare Commission Company, and remained loyally with this firm until their failure some few months ago.

Constant attention to his principal's and his patrons' interests has won for Mr. Talcott the esteem and confidence of the public, together with a host of friends who join in congratulating him on his deserved success.

The Illinois Central R. R. has in service a new car, constructed entirely of steel, for scale testing purposes. It is loaded with 20,000 pounds, United States standard test weights, 50 pounds each, and the gross weight of the car is 61,000 pounds. This car, when placed on any part of a scale, should weigh 61,000 pounds, if the scale is correct. All scales are tested at least once a year, and the track scales at least twice a year. This work costs the company about \$600 annually.

RAILWAY LEGISLATION IN KANSAS.

The Kansas Federation of Commercial Interests, in which stockmen, millers and wholesalers are conspicuously interested, is prosecuting a vigorous campaign on behalf of a bill, drawn by the Federation at a recent meeting held at Topeka, which aims to revolutionize the railway laws of that state.

The object of the bill is to confer more power on the Board of Railroad Commissioners, and is based upon laws now in force in Kansas, Iowa, Texas, Virginia and Illinois. Should the bill become a law, the Board would be empowered to adopt all necessary rates, charges and regulations to govern and regulate railroad freight and passenger tariffs; to correct abuses and prevent unjust discrimination and extortion in the rates of freight and passenger tariffs and to enforce the same through the proper courts; fix different rates for different roads and for different lines under the same management and for express companies different from the rates fixed by the railroads; in short, to make classifications and schedules where it might be deemed advisable.

By virtue of the power given by this bill, the Commission would be directed to enforce rates preventing discrimination in favor of Missouri River points, and from Missouri River points into Kansas from the East; to prescribe rules governing delays in the delivery of freight, etc.

As regards reciprocal demurrage, the bill provides that where railways do not furnish cars on demand they shall forfeit \$25 per day for each car they failed to furnish; if the cars are furnished and the shipper does not use them he shall pay \$5 a day to the railroad company. The shipper is required to advance one-fourth of the expected amount of the freight when ordering the cars. The provisions of the law regarding furnishing cars do not apply in case of strike or other public calamities.

Regarding grain shipments, the railways must accept loads from any depot or sidetrack without discrimination or favor between one shipper and another. The following covers grain shipments:

Coal and other commodities shipped in bulk in car lots shall be subject to the same conditions of transportation as grain, and all shortage or shrinkage must be paid for at full market price.

1st. Weighing on Receipt—And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain in which shall be stated the true and correct weight.

2d. Weighing out Shrinkage—And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

3d. Damages—In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

Heavy penalties are provided for extortion and discrimination, and it is further provided that—

The railroads or other common carriers within the state shall not limit or restrict their liability as it exists at common law, by any general or special notice, or by inserting exceptions in the bill of lading or memorandum given upon the receipt of the goods for transportation, or in any other manner whatever, and no special agreement made in contravention of the foregoing provisions of this article shall be valid.

Fifteen local elevators were on April 15 made regular for the storage of oats by the Minneapolis Chamber of Commerce. The elevators are the Interior, Nos. 2 and 3, Republic, St. Anthony No. 1, Great Western Nos. 1 and 2, Standard, Electric, Pillsbury, Crescent, Concrete, Elevator "H" of the Great Eastern group, Exchange elevator, Shoreham, and Elevator "B" of the Bagley Company. Clipped oats are the grade most desired by Eastern buyers, and Minneapolis has been unable to meet the demand, but the elevators named have installed clipping machines and "Minneapolis clipped oats" will be on the market hereafter.

PROGRAM NATIONAL ASSOCIATION MEETING.

Following is the program as now ready for the annual meeting of the Grain Dealers' National Association, to be held at the Plankinton Hotel, Milwaukee, on June 22-24, 1904:

WEDNESDAY, JUNE 22—1:30 P. M.

Invocation, Rev. A. A. Kiehle, Milwaukee, Wis.
Welcome to State, Hon. R. M. LaFollette, governor, Wisconsin.
Welcome to City, Hon. David S. Rose, mayor, Milwaukee.
Response for National Association, M. F. Dunlap, O'Fallon, Mo.
President's Address, H. S. Grimes, Portsmouth, Ohio.
Appointment of committees.
Secretary's annual report, Geo. A. Stibbens, Chicago, Ill.
Secretary's financial report.
Adjournment at 5:00 p. m.

WEDNESDAY, JUNE 22—7:30 P. M.

"Commercial Integrity," C. C. Rogers, Milwaukee.
Report of Advisory Committee, Geo. A. Wells, Des Moines, Iowa.
Stereopticon Lecture, with views of Milwaukee, R. B. Watrous, Milwaukee, Wis.
Adjournment 10:00 p. m.

THURSDAY, JUNE 23—9:00 A. M.

Report of Arbitration Committee, Jay A. King, Nevada, Iowa.
Congressional Work, John B. Daish, Washington, D. C.
Report Grain Car Equipment Committee, H. A. Foss, Chicago, Ill.
Report of Trade Rules Committee, C. A. Burks, Decatur, Ill.
Report Committee on Constitution and By-laws, Jay A. King, Nevada, Iowa.
Adjournment 12:00 m.

THURSDAY, JUNE 23—1:30 P. M.

Report of Resolutions Committee.
Report of Grain Improvement Committee, J. L. McCaull, Minneapolis, Minn.
Report of Legislation Committee, Chas. England, Baltimore, Md.
Report of Transportation Committee, S. W. Yantis, Buffalo, N. Y.
Report of Auditing Committee.
Report of Nominating Committee.
Election of officers.
Adjournment sine die.

A meeting of the new board of directors will be held immediately after adjournment.

A thorough discussion will follow each address and every delegate is requested to be prepared to participate.

ENTERTAINMENTS AT MILWAUKEE.

On June 23, at 10 o'clock a. m., the Ladies' Reception Committee will entertain the visiting ladies by a carriage ride, to conclude with 1 o'clock luncheon at the Pfister Hotel.

A promenade concert will be given on the evening of the 23d, at the Chamber of Commerce, with Clauder's Band and vaudeville numbers.

On the morning of the 24th, a car ride to Whitefish Bay, with light refreshments, will be provided for the ladies.

On the afternoon of the 24th a boat ride on the lake with a Dutch lunch will be given.

MILWAUKEE HOTEL RATES.*

The Aberdeen Hotel, Grand Avenue, \$2 per day (E).

The Hotel Atlas, Third and Sycamore Streets, \$2 per day (E).

The Hotel Blatz, City Hall Square, \$1 to \$2.50 per day (E).

The Hotel Davidson, Third Street and Grand Avenue, \$1 to \$3.50 (E), or \$2 to \$3.50 (A).

The Globe Hotel, Wisconsin and Cass Streets, \$5 to \$10 weekly (E), or \$10 to \$15 weekly (A).

The Kirby House, East Water and Mason Streets, \$2 to \$2.50 per day (E).

The Hotel Pfister, Wisconsin and Jefferson Streets, \$1.50 to \$3.50 (E), or \$3 to \$5 (A).

The Plankinton House, Grand Avenue, National Headquarters, \$1 to \$3.50 (E), or \$2.50 to \$5 (A).

The Republican House, Third and Cedar Streets, \$2 to \$3 (A).

The Schlitz Hotel, Grand Avenue and Third Street, \$6 to \$12 weekly (E).

The St. Charles, City Hall Square, \$2 to \$3 (A). People from the East can secure stopover privileges at Chicago on their way to St. Louis, or privilege to stop on their return, as they desire.

*Those with prices marked (E) mean European plan; (A) mean American plan.

DEATH OF GEORGE B. DEWEY.

The death of George B. Dewey, traveling representative for Fyfe, Manson & Co., Chicago, did not come unexpectedly, for his health had been poor for some time. But the news of his death, on April 12, brought sorrow to very many of his friends. Mr. Dewey was a typical grain traveling man—genial, honest, square with his friends, moral. His territory led him for years through Illinois, Indiana and parts of Iowa, and he was universally popular by reason of his many fine personal qualities.

Mr. Dewey had been connected with the grain trade of Chicago since 1891. Previous to that his history could be summed up in several periods: The first from his birth at Delphi, Ind., on June 30, 1847, to his graduation from Asbury



THE LATE GEORGE B. DEWEY.

University at Greencastle, Ind.; the next, the period he served in the war, from 1862 to 1865; then cotton raising absorbed his attention for a while, in Mississippi; and after a short period on the Pacific Coast he engaged in the grain business in Cincinnati, Ohio, first with Case & Co. and afterwards with Southerland & Dewey, in which firm he was a partner.

In Chicago he first traveled for Lasier, Timberlake & Co., then for Milmine, Bodman & Co., later for the Calumet Grain & Elevator Co., and at the time of his health was in the employ of Fyfe, Manson & Co.

He leaves a widow and two married daughters. The interment took place at Delphi, Ind., his old home.

DIFFERENTIAL HEARING IN NEW YORK CITY.

The lowest railroad freight rates ever known—wheat, Buffalo to tidewater, 2 mills per bushel; corn, 3½ mills; oats, 4 mills—came to an end with April 30, and on May 1 rates were advanced to 4c on wheat and 3¾c on corn.

This sudden termination of a remarkable rate war was brought about by the Vanderbilt interests, which made the Lake Shore announce that if an agreement were not reached that road would cut the rate on grain, Chicago to New York, to 12c. The Eastern roads thereupon submitted the question of a rate to C. C. McCain, commissioner of the Lake Carriers' Association of Chicago, who made the following provisional export rates, Buffalo to tidewater, pending the action of the Interstate Commerce Commission on the differential question.

The export rates now in effect compared with those in effect on January 1 last are as follows:

	January 1.	April 30.
Wheat and flaxseed.....	4.6	4
Corn and rye.....	4.35	3¾
Oats	3.6	3
Barley	4.1	3½

There being no differential, New York is, of course, satisfied, but the Baltimoreans' objections have been summarized in the statement that, "The great objection to this rating is that it applies from Buffalo, while most of the grain that is shipped to Baltimore is from Erie and Fairport. On this [previous to April 30], the differential is effective, and the Baltimore grain men therefore pay only 3.6 cents to the 4-cent flat rate on our grain which comes from Buffalo. This amounts to a discrimination against us, but I can see no way of helping ourselves. I am sure when the Interstate Commerce Commission passes on the question, the differential in favor of this port will be maintained."

The next step in the case will be the investigation by the Interstate Commerce Commission into the differential rates on foreign and domestic traffic by all-rail and water-and-rail rates, between interior points and the Atlantic ports, including Norfolk, Newport News, Portland, Halifax and Montreal, in the Federal Building, Manhattan, beginning at 11 o'clock a. m., May 18.

The various commercial organizations and sixteen railroad companies have been ordered to appear and make complete disclosures respecting the matters involved in the inquiry, or pertinent thereto; and all other persons interested, or common carriers, are invited and requested to appear before the Commission and give such testimony, or make such argument, as they desire to have considered.

The New York Produce Exchange has prepared a statement on the subject of the diversion of grain from that port which may be tabulated somewhat as follows, for year 1903:

	Wheat, bu.	Corn, bu.
Boston to Liverpool.....	1,472,573	1,908,684
New York to Liverpool.....	672,498	1,043,676
Boston to London.....	2,579,905	.....
New York to London.....	1,568,392	.....

The exports to the following seven ports, to wit, Liverpool, London, Glasgow, Manchester, Antwerp, Hamburg and Rotterdam, in 1903 were as follows:

	Wheat, bu.	Corn, bu.
New York	7,303,980	13,318,712
Boston	5,910,956	6,277,980
Philadelphia	1,950,749	7,412,788
Baltimore	1,827,522	10,699,051
Newport News	337,462	2,145,789

New York claims that these figures show the great headway that Boston is making in its Liverpool and London trades, especially in corn and flour. It is doubtful, if the entire corn and wheat export of the year from New York can show more than a couple of full cargoes, certainly not half a dozen in the entire twelve months.

The New York grain men do not agree to waive their independence in the matter of accepting the result of the Commission's investigations. In other words, says the Journal of Commerce, should they consider the Commission's report unfair they reserve the right to make further protest to the New York railroads, as they have not asked the investigation. In fact, their position is that New York railroads are in a position to quote as low a rate to New York as are the other roads to the ports they primarily serve. Therefore, they argue, New York grain merchants look to their own roads for full protection.

But, of course, New York City and the outports are not the only interests involved in this matter of the differentials, shippers of the grain being, in fact, much more directly interested than the port interests that live on the tolls. Ohio shippers have already declared in favor of the perpetuation of the differentials, and to their utterance on that question may now be added the opinion of the Indiana Grain Dealers' Association, formulated in a letter by President Reynolds and Secretary Riley, forwarded to the Interstate Commerce Commission on May 2 as follows (in part):

"It is the sense of this Association that in the

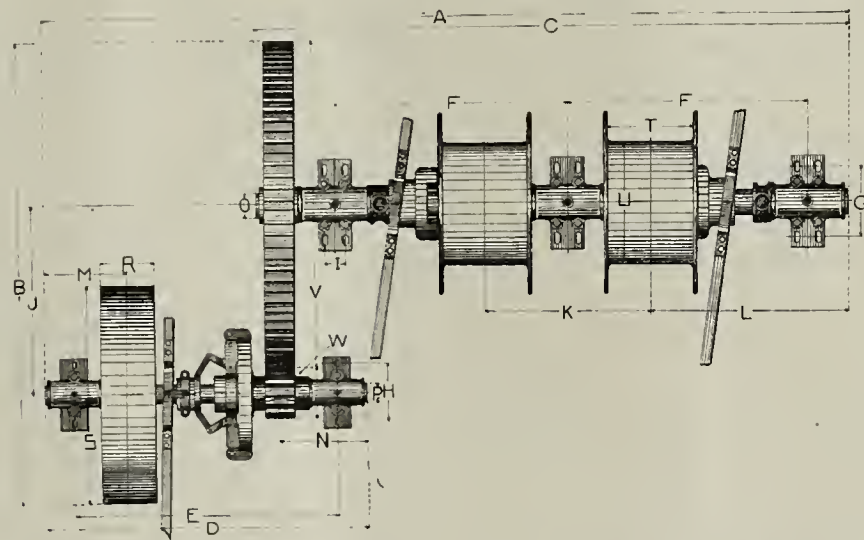
contention now being made by the New York Produce Exchange, that the present differentials in freight rates shall be done away, we request that in the interest of Western shippers the present differentials shall continue. The merits of the question were determined and formally approved on July 20, 1882, by a commission of able jurists, namely: Allen G. Thurman, Elihu W. Washburn and Thomas M. Cooley, appointed for the express purpose of not only determining the question of the differentials, but also what the difference in rates should be; and this decision was reaffirmed April 30, 1898, by the Interstate Commerce Commission in the decision in the case of the New York Produce Exchange against the Baltimore & Ohio Railway Company, and the Lehigh Valley Railway Company, and the Philadelphia & Reading Railway Company, and other railway companies.

"We, therefore, recommend that the present differentials be maintained."

The differentials as they were prior to the late ex-lake rate war gave Indiana shippers a rate to Baltimore and Virginia ports $1\frac{1}{2}$ cents less than the rate to New York. The result was to take a great deal of the Indiana grain, that would otherwise have gone through New York, through Virginia ports.

IMPROVED SAFETY CAR PULLER FOR WIRE ROPE.

The accompanying illustration shows an improved car puller for wire rope, manufactured by



SKILLIN & RICHARDS MFG. CO.'S SAFETY CAR PULLER FOR WIRE ROPE.

the Skillin & Richards Mfg. Co., Chicago. One of its essential features is the large diameter of the clutches on the spools, and the spools themselves, which cause the rope to operate easily, besides lessening the wear on the rope. The friction clutch enables the operator to start or stop it at will.

The substantial character of the machine insures it against breakage and guarantees it a long life. It is built in all sizes.

ELEVATOR ASSESSMENTS IN NEBRASKA.

Railroads in Nebraska owning elevators on their right of way will be required to list them with the local assessors. They must pay local taxes as well as those levied by the state board for state purposes. Decision to the effect was made in April by the Supreme Court in case of Adams Company vs. K. C. & O. R. R. Co.

The method of arriving at elevator assessments, in view of the complications in the law, making capital stock subject to taxation as well as the real and personal property represented in the elevator investment and its contents, is a mooted one in Nebraska. The law does not provide for arriving at the average amount of working capital used during the year, yet provides for its assessment; and in consequence the assessors are resorting to various expedients for its determination. Some figure the stock as turned over 20 times per year, others twelve, and as the net capital for the whole twelve months is added up and divided by twelve or twenty, there is considerable discrepancy. Dividing by twenty is stipulated by County As-

essor J. R. C. Miller of Omaha for guidance of his deputies, who are further notified to be guided by the following instructions:

1. Determine value of elevator and list, unless site is owned by party owning elevator.
2. Determine value of all grain on hand and list according to kind.
3. Find total of all business done during year.
4. Divide by twenty for average.
5. From this average deduct the amount of grain on hand.
6. List the remainder, if any, to item 84 of the schedule.

PROGRAM OF IOWA CONVENTION.

Following is the official program of the Iowa Grain Dealers' Association meeting, to be held at Commercial Exchange Hall on Fifth Street, between Walnut and Locust Streets, Des Moines, Iowa, on Tuesday and Wednesday, May 17 and 18.

TUESDAY, MAY 17, 2:00 P. M.

Opening remarks by the president, Jay A. King, Nevada, Iowa.

Appointment of committees.

"Selling Grain on its Merits," by Henry Wallace, Des Moines, Editor Wallace's Farmer.

General discussion.

"Scales, Construction, Testing, Etc.," by H. A. Foss, Chicago.

General discussion in which scale experts repre-

senting leading scale manufacturers will take part.

TUESDAY, MAY 17, 8:00 P. M.

"Corn Culture" (illustrated by stereopticon), by Prof. P. G. Holden, Ames, Iowa, of agronomy department, State Agricultural College.

"Small Grain Culture," by Prof. W. H. Olin, Ames, Iowa, of agronomy department, State Agricultural College.

"Crop and Weather Reports," by J. R. Sage, director, Des Moines.

WEDNESDAY, MAY 18, 9:30 A. M.

President's address, Jay A. King, Nevada.

Secretary's report, Geo. A. Wells, Des Moines.

Treasurer's report, Geo. A. Wells, Des Moines.

Report of Committee on Resolutions.

Report of Committee on Nominations.

Election of officers.

Adjournment.

All sessions will be open to the public.

Farmers are particularly invited to attend the meeting.

The discussion on scales will be an education to all grain dealers.

Line elevator companies should have their traveling representatives, and so far as possible their local agents, attend the meeting for the purpose of learning something about scales.

Railroads will make open rate of one fare plus 50 cents for the round trip account Republican convention which convenes May 18.

At a meeting of the various owners of elevators in Buffalo held on May 4, the Western Elevating Association was reformed for 1904 on the same basis as in 1903. All the owners were satisfied with the workings of the Association last season and so wished to continue the Association for this year. The ruling rate for elevating and ten days' storage in 1903 was $\frac{1}{2}$ c. per bushel.

REMEDIES FOR DISCRIMINATION IN GRAIN RATES.

It was averred in the case of the United States vs. The Michigan Central Railroad Company and others (122 Federal Reporter, 544) that discrimination in rates was practiced in the transportation of grains, etc., and that in the transportation of grain it had gone so far that each railroad reaching into the grain districts had eliminated all competitive dealers, leaving only a single favored dealer who purchased all the grain at all the stations along the lines of the roads. Of course, under such conditions, the United States Circuit Court (Grossepup, J.) says, the grain grower was deprived of the benefit of competition among dealers. The practical effect was the same as if the railroads had established agencies of their own to purchase the grain, and by giving to these discriminatory advantages had excluded all other grain purchasers from the field. Such a policy necessarily destroys the competition to which the grain growers in a given district are entitled.

Discrimination of this character is, of course, contrary to the plain provisions of the interstate commerce act. Upon it criminal prosecutions could be maintained, and each grain grower could individually maintain a civil suit for such damages as he might show. The interstate commerce act, in terms, contains these remedies. But the act, previous to the recent Elkins act (Act Feb. 19, 1903), did not in terms confer jurisdiction upon a court of equity. Nevertheless, the court has no doubt whatever about a court of equity, under its general chancery jurisdiction, having power to remedy the wrongs shown.

The interstate commerce act confers upon each citizen engaged in productive industry, whether manufacturing, commercial or agricultural, within the districts traversed by these roads, the substantive right of having his products transported by the common carriers of the country at rates equal to the rates obtained by his competitor. This right of equal treatment at the hands of the common carriers is as much a right of property and affects as directly his interest in property as any other right of property that he may have under the law, statutory or common. To enforce such right, there must be somewhere in our system of jurisprudence the remedy found essential. If an action at law for damages is inadequate, a remedy in equity must exist. The jurisprudence of the country does not leave him remediless.

But actions at law for the injuries described are plainly inadequate. The act of the railroad that affects the grain grower is not a single unlawful act; he is making shipments to-day, to-morrow and next month. The policy of the roads, as shown in the bill of complaint, affects him in each of these shipments and will affect him in all future shipments. His situation is analogous to that of one who is subjected to continuous trespass and who cannot on that account, in an action on a single trespass, obtain ample redress. Nothing short of the prohibitive arm of a court of chancery can give to the grain growers and other producers affected by this policy of the railroads the free competitive field for the sale of their products to which they are entitled as a substantive right under the terms of the interstate commerce act. The court has no doubt, therefore, that at the instance of someone a suit in equity will lie to prohibit the further execution of his discriminative policy.

However, the Elkins act, the court says, makes this discussion largely academic. It is provided in terms, in that act, that the equity jurisdiction of the United States courts shall be extended to cover just such cases as this, and that suits may be brought by the government at the instance of the attorney-general. It extends the equitable jurisdiction of the court, not to every violation of the interstate commerce law thereafter transpiring, but to every violation, irrespective of whether it transpired previously or subsequently.

For the first time since last fall exporters at Chicago on April 27 began taking No. 2 corn again.

ILLEGAL SWITCHING CHARGES.

BY J. L. ROSENBERGER, LL.D.

In what is now entitled the case of Galesburg & Great Eastern Railroad Company vs. West (108 Illinois Appellate Court Reports, 504), the Appellate Court of Illinois, second district, affirms a judgment in favor of the latter party, who brought the action to recover for what he was compelled to pay for switching, at \$2 per car on 99 cars, and costs. This railroad, it appears, extended from Victoria to Wataga, a distance of 10 miles, where it connected with the C., B. & Q. From Victoria to Chicago the distance was 165 miles. There were two grain elevators at Victoria. One was owned by the railroad but apparently operated by other parties. The other was owned and operated by the party suing, who at his own expense constructed a switch from his elevator to and connected it with the main line of the railroad. The length of the switch was from 300 to 350 feet. The statute provides that all railroads shall permit connections to be made and maintained with their tracks to and from any and all public warehouses where grain is or may be stored. Thus it will be seen, the court says, that the construction and connection of the sidetrack of the party suing with the company's system of railroad was authorized by law.

The Railroad and Warehouse Commission fixed the maximum rate which might be charged for grain from Victoria to Chicago at 9.72 cents per 100 pounds. The rate fixed and charged by the railroad company, however, was but 8.32 cents; and the company sought to justify the collection of the switching charges upon the theory that adding the \$2 per car collected therefor to the rate charged for transmitting the freight the total would still be within the authorized maximum rate.

The court says that the arithmetic of the proposition was all right, but that the law of the proposition was all wrong. It was optional with the company to establish the rate as it saw fit, not exceeding the maximum rate fixed by the commissioners. It exercised that option, and by its mode of business advertised to the world that it would carry grain in carload lots from Victoria to Chicago at 8.32 cents per hundred. While the court does not hold that the Company might never thereafter change or increase the rate, it does hold that so long as it was operating under that rate in dealing with a part of the public, it must deal with all of its patrons upon the same basis. A farmer having a carload of grain to ship to Chicago could obtain a car at a convenient place upon the Company's sidetrack, within 300 to 350 feet from the elevator of the party suing, and load and ship it to Chicago at an 8.32 rate, net; while the party suing would be required, at the same time, to pay the same amount for a similar carload, plus \$2. It was manifest that such a course of dealing could not be justified upon the ground that the Railroad Company, including the collection of the switching charges, demanded and received from the party suing, for the services rendered, an amount less than the maximum charges authorized by the Railroad Warehouse Commissioners for a freight shipment between the points in question.

Again, it was urged that the elevator of the party suing was on his private property, not on railroad lands; and for that reason the Company had a right to make a reasonable charge for the alleged extra or additional service in switching the cars. But the court says that under the provisions of the statute, if a car of grain was received by the Company on its line, billed to the elevator at Victoria, it would be its duty to deliver the car to the elevator. Its duty would not be discharged by leaving it upon its own sidetracks. If it could be required to deliver cars at the elevator, it was equally its duty to receive them there.

The collection of the switching charge being wholly unauthorized and illegal, the courts holds that it was extortionate to the whole extent of the amount collected. Nor does it consider that it could be said that the party suing paid the switching charges voluntarily and was, therefore, precluded from maintaining an action to recover

back the money paid. It says that he was extensively engaged in the grain business. He was entitled to have cars furnished him for shipment of grain without the payment of the switching charges. However, in order to obtain them, he was compelled to pay the additional \$2 per car. It is important to have cars promptly to take advantage of existing market conditions, as well as to comply with contracts for the delivery of grain at a specified time. If he were under contract to deliver a carload of grain at a certain elevator in Chicago on a given day, and could only obtain the car by the payment of the switching charges illegally demanded, and he was left to the alternative of paying the illegal demand or to the payment of damages arising from a failure to deliver the grain as agreed, which might amount to many times the extortionate demand of the Railroad Company, the payment of the switching charges under such circumstances is attended by a degree of financial coercion, or business duress, which deprives the transaction of every vestige of a voluntary payment.

HAY ASSOCIATION CONVENTION.

It is announced that one of the features of the National Hay Association convention at St. Louis on June 14-16 will be its exhibit, consisting of samples of all forage products raised in every state in the Union. There will be exhibits of different grades of hay and straw of all kinds, not alone from this country, but from the lowlands of Europe. This is an innovation in the convention work of the Association. The exhibit will be the first of the kind in the history of the organization. Samples of European straw, it is said, will be of much interest. This is a new importation. Before this year the United States did the exporting of straw, but there is a shortage now, hence this importation of straw from Europe.

The official program of the convention is not yet in shape to be announced. The hay dealers' association of St. Louis, which is considered one of the greatest hay centers on the continent, will provide an enjoyable program for the entertainment of the delegates.

PHILLIPS FAILURE REVIVED.

Interest in the failure in 1901 of the Geo. H. Phillips Company was revived a few days ago by a suit instituted by Ulric King, trustee of the company's estate, against the Bank of Montreal to recover \$200,000 which was deposited to the credit of the company fifteen days before the failure, to reduce the company's liability to the bank. The suit came to a sudden conclusion on May 3, when Judge Seaman of the United States Circuit Court took the case from the jury and announced a decision in favor of the bank. Judge Seaman's decision practically means that the small creditors of the Phillips company will receive but a small percentage of the claims, while the banking institution is allowed almost its entire claim.

Mr. Phillips himself explained where the money in question came from. "Our liabilities to the bank amounted to about \$230,000. I was informed that word had been received from Montreal that we must reduce the amount. Well, in July Mr. Collins, Mr. Hill and myself gathered from private sources about that amount in cash, and we did reduce our liabilities. Of course the firm was charged up to those amounts which we practically advanced for the firm. Of this amount Mr. Collins furnished about \$100,000. I raised about \$50,000."

"You said a while ago, Mr. Phillips," said the attorney examining Mr. Phillips, "that Mr. O'Grady of the Bank acted as if he were uneasy about the condition of the Company. Now, how was that? Did he tell you he was uneasy?"

"Well, it is not always necessary for a man to say right out that he is uneasy," said Mr. Phillips, smiling. "I knew that for three days he was acting a little different than usual. You can tell, you know, when a man looks at you and then looks away, what he is thinking."

"Did Mr. O'Grady look at you and then look away and then look at you again?" asked the attorney. "That's it," replied the witness, "and I decided it was best to suspend all business for the time—a little time, I hoped."

"The newspapers broke us. Boys were shouting 'All about the failure of the Phillips company.' Soon afterward the country customers began to appear at the office in bunches. Then the bankruptcy proceedings ended it."

CORN IN TEXAS.

Crop statistics for Texas are like snakes in Ireland. They are not. Not that estimates have not been made. The government has guessed at crop yields, Mr. Dorsey of the Texas Grain Dealers' Association has made a widely different estimate and A. N. Evans of the Real Estate and Industrial Association of the state has also made a computation of the corn yield, especially. In Texas the last two estimates alone seem to receive consideration—Mr. Dorsey's because of its character and Mr. Evans' because of its influence on immigration to the state. But they do not agree by any means. Mr. Dorsey is very conservative; and it is this conservatism that does not suit Mr. Evans, who in a recent communication to the newspapers criticizes Mr. Dorsey's latest estimates, saying in part that—

Several months ago, believing that a statistical history of Texas would be of interest to the Real Estate and Industrial Association, of which I am secretary, I began compiling statistics of every county in Texas, and if Mr. Dorsey is correct I am wrong; and if wrong, I want to know it.

Mr. Dorsey says that from the best information he can gather, there were not more than 50,000,000 bushels of corn raised in Texas in 1903; and he states positively that there were not more than 5,000,000 bushels of corn raised in 1902. Let us see how these figures compare with the figures as I gather them.

I admit that in 1902 there was almost a failure in many parts of the state and that 1903 was not an average year for corn. But I do not admit that the figures as given by Mr. Dorsey are correct. In 1902 it was estimated that more than 5,500,000 acres were planted in corn. The crop was so short that about eight bushels were considered an average crop, making 44,400,000 bushels, which is more than 400,000 bushels under the estimate made by the government, and the government is usually about correct, as it has excellent facilities for gathering this data. To say that the corn crop of Texas in 1902 averaged less than one bushel per acre, as Mr. Dorsey has it, is placing it entirely too low. In 1903 he places the crop at less than nine bushels per acre, which, as everyone knows, is equal to a failure. When corn makes less than ten bushels per acre the yield is so small that it is considered almost a failure. The fact is that the crop of 1903 averaged more than twenty bushels per acre.

Mr. Dorsey refers to the crop of 1901, with about the same ratio, as to the real conditions, as he does in 1902 and 1903. Think of a state with more than 8,000,000 cattle, 1,250,000 horses, 2,000,000 hogs and a population of 3,500,000 inhabitants, starting out to make a crop or two subsist for a year with only 5,000,000 bushels of corn raised, or even 50,000,000, as Mr. Dorsey has it for 1903.

Mr. Dorsey backs up his figures by saying that a great deal of grain is shipped to Texas every year. This will be the case as long as this state is being developed and has immigration coming from every state in the Union and settling in every part of Texas; and I am glad to say that so far I know they are all satisfied and doing well.

The recent splendid weather is to be "made perfect" through showers, promised for Thursday evening. Watch for the witchery of the gentle rain and see "the winter of our discontent made glorious summer" by nature's magic wand.—Pope & Eckhardt's Co.'s poet.

The crop report for the Northwest Territories of Canada was issued on March 28 for 1903. It puts the total wheat acreage at 837,234; yield, 16,029,149 bushels, or 19 bushels per acre, against 18.42 bushels as the average record for past six years. Oats—acreage, 440,662; yield, 14,179,705 bushels; average, 32.17 bushels. Barley—Acreage, 69,667; yield, 1,741,209 bushels; average, 25.36 bushels. Flax—Acreage, 32,431; yield, 282,853 bushels; average 9.03 bushels.

IN THE COURTS

Tracey E. Cole has been appointed receiver in the affairs of the Cole-Henderson Grain Company at Minneapolis, which have been brought into court to be straightened out. A bond of \$20,000 was furnished.

The Bassett Grain Company of Indiana has sued the Baltimore and Ohio Railroad Company in the United States Circuit Court at Baltimore, claiming \$9,000 damages for alleged failure to deliver within a reasonable time 40,330 bushels of corn, shipped from various points in Indiana and Illinois to the Canton Export Company at Baltimore in the autumn of 1902.

The Farmers' Elevator Co. of Adair, Ill., having refused to pay for the elevator built for them by Younglove & Boggess Co. after it had been finished, a compromise of the suit to enforce payment has been reached. The builders take the elevator, paying for the land; the farmers lose the cost of putting in the switch. The farmers expect to buy S. A. Hendee's elevator.

In the case of Turtle River Supply Company against the Loftus-Hubbard Elevator Company, St. Paul, the jury rendered a verdict for plaintiff. The amount in controversy was \$804, on a contract for sale of 20,000 bushels of oats at 33 cents. The Turtle River company alleged that only 4,995 bushels were delivered and that the loss through non-delivery was \$804. The verdict was for \$450 only.

Chas. W. Marks has been appointed receiver for the Amboy Elevator Company (cooperative) at Amboy, Minn., on the application of Lamh, McGregor & Co. of Minneapolis, the heaviest claimant. The order states that the assets are not more than \$500, and the unsecured claims nearly \$7,000. The stockholders' double liability will be enforced, which may result in paying the claims in full. The company is largely composed of farmers.

A jury at Chicago on April 20 found for the city in the case brought by Owen & Austin Elevator Company, who asked for \$25,000 damages on account of the elevation of the tracks of the Pennsylvania, Chicago Terminal Transfer and Chicago and Northwestern Railway Companies. The elevation closed the Twelfth Street exit from the company's elevator at 1268 and 1270 West Twelfth Street. The city contended that the elevation of the tracks benefited the owner by increasing the value of the property.

Suit was recently brought by Magill & Burke of La Crosse, Wis., on a promissory note executed by Geo. H. Phillips in 1893, when he is said to have needed the money to purchase shares in the Lone Star Elevator Company of Dallas, Texas, of which he was to have been manager as well. When he arrived in Texas the company failed, owing to the general panic, and Mr. Phillips, it is said, could not pay the obligation. The jury found for Magill & Burke in Judge Holdom's court, Chicago, on April 15, amount due \$8,264.12.

Jacob and Herman Eppinger, lately grain merchants at San Francisco, indicted by the grand jury, must stand trial in the Superior Court, which has disallowed the demurrers to the informations and ordered the defendants to plead. The defendants being charged separately they will be tried so. All legal obstacles which could be raised in favor of the Eppingers to prevent the case from coming to trial have been used by the attorneys for the defendant without avail, the last being the question of getting suitable jurors. Owing to the notoriety which has been given the case, their attorney said, he thought there would be considerable difficulty in getting a jury, and suggested that there be a special venire. The court replied that should his panel be exhausted he would order additional names drawn from the jury box, which was filed by the judges at the beginning of the year. The Eppingers are charged with obtaining money under false pretenses. They

issued warehouse receipts to hanks, from whom loans were procured, the receipts showing, it is alleged, that there was a certain amount of grain in the Crockett warehouses, when in fact it did not exist.

The Supreme Court of Canada has decided an important admiralty case entitled Midland Navigation Company vs. The Dominion Elevator Company of Winnipeg. The history of the case is as follows: "On November 23, 1901, the Dominion Elevator Company chartered the Midland Queen under a telegram which read: 'Confirm Midland Queen, Load, Fort William on or before noon 5th December.' The 5th of December being the close of navigation, a number of vessels were ahead of the Midland Queen when she arrived at Fort William on the 3d of December, and she was unable to proceed to the elevators to receive her cargo, owing to the other vessels being ahead of her. On the morning of the 5th of December, in order to save her marine insurance, she left Fort William without the elevator company's cargo, claiming that she had fulfilled her contract by arriving at the port of Fort William, and sued the Elevator Company for the loss of freight on 100,000 bushels of wheat, and at the trial recovered a judgment for \$4,590 and costs. The Elevator Company appealed against this judgment, and carried the same to the Court of Appeal in Ontario which reversed the judgment and gave a verdict to the Elevator Company on its claim for damages for breach of contract by the Midland Queen. The Midland Navigation Company then appealed from this judgment to the Supreme Court of Canada, which dismissed the appeal, affirmed the judgment of the Ontario Court of Appeal, holding that the Midland Queen, not having fulfilled her contract, was not entitled to any damages, but, on the contrary, that the Elevator Company were entitled to damages for the breach of contract by the Midland Queen, which necessitated their carrying over during the winter a large quantity of wheat which she had contracted to carry."

John G. Haines, formerly of the firm of Haines & Merriam, grain dealers at Omaha, has begun an action against the U. P. R. R. Co. to recover an amount representing one-half, or his personal share, of rebates which he considers his firm entitled to on grain shipments, on the ground that the corresponding rebates were given the competing grain buyers, together with damages resulting from such discrimination. The action is one of more than usual interest. The petition states that from February 1, 1898, to July 22, 1902, the plaintiff and one Nathan Merriam were partners under the firm name of Haines & Merriam, engaged in the grain business, owning and operating certain grain elevators in Omaha and were engaged in buying all kinds of grain at numerous stations along various lines of the defendant's railroad, and shipping the same to St. Louis, Chicago and other markets located east of the eastern terminus of the Union Pacific; that at and during all of the time the cities of Omaha and Council Bluffs were treated by the Union Pacific as one market, or one destination, for all grain carried by the road to either of the cities from points along its lines west of the Missouri River, notwithstanding that the haul from all of the points to Council Bluffs was several miles longer than to any point upon the tracks of the Union Pacific in Omaha; that during all of this time the elevator owned and occupied by Mr. Merriam in Omaha was located on the west side of Seventeenth Street upon a spur of railroad known as the Omaha Belt Line, leased to and operated by the Missouri Pacific Railway Company, and that this spur was connected by a certain siding or switch track with the freight yards of the Union Pacific in Omaha. Substantially all the grain bought by the plaintiff at stations along the lines of the Union Pacific was for shipment to St. Louis or other eastern markets in "care of Haines & Merriam, Omaha," and billed from points of shipment at a certain fixed through rate to Haines & Merriam at St. Louis or other eastern points, but always in care of Haines & Merriam, Omaha. But, notwithstanding the

through hilling, the Union Pacific, the petition charges, invariably required the plaintiffs to receive the cars containing the shipments upon their switch, or sidetrack, in Omaha and at an expense to Haines & Merriam, to remove the cars of grain to their elevator in Omaha and empty the cars to the switch for the defendant company, within twenty-four hours after the arrival of the cars, and also required the plaintiffs to pay to defendants 47 per cent of the through rate upon the shipments from point of consignment to St. Louis or other eastern destinations, and that the plaintiffs were thereafter required to pay the remaining 53 per cent to connecting lines handling the shipments. The petition further states certain other grain companies were given an undue and unfair advantage in through shipments and rebates over the plaintiffs. Unlawful conspiracy is charged for this. The alleged pretense is said to have been made by the defendant company that this rebate was in compensation for emptying and redelivering the cars by the competing companies to the Union Pacific, but Haines & Merriam are said to have been required to do so without receiving any rebate whatever. The estimate of the rebate due Haines & Merriam on account of such discrimination on 87,768,300 pounds of grain is \$10,971.03, and in addition thereto is claimed \$10,000 damages as the result of such discrimination. This is claimed to be due to plaintiffs in their former partnership. However, the firm having dissolved partnership in October, 1902, Nathan Merriam has declined to join with Haines in this suit, and Haines is unable to prosecute this action in the partnership name, hence he brings this action personally, and asks judgment for his half of the claim, amounting to \$10,485.51, together with interest on \$5,585.51 at 7 per cent from date of said shipments, together with the costs of suit.

WHAT A CHANGE OF CLASSIFICATION HAS COST.

In a report on the effect of the advance in freight rates the auditor of the Interstate Commerce Commission says:

"In the territory governed by the 'official classification,' both hay and sugar in carloads were advanced, January 1, 1900, from sixth to fifth class. Between New York and Chicago this advance amounts to 5 cents per 100 pounds, or \$1 per ton. Between New York and the territory lying between that point and Chicago the advance would be less, in some cases as low as 40 cents per ton; while in the territory west of Chicago and east of the Mississippi River the advance would be in some instances as high as \$1.50 per ton. An average advance of 80 cents per ton on these two commodities in 'official classification' territory, it is believed, is a fair estimate.

"The total tonnage of hay reported by originating roads for the years ending June 30, 1900, 1901, and 1902, was as follows:

1900.....	4,112,092 tons.
1901.....	4,086,700 tons.
1902.....	4,681,509 tons.

"The figures giving the separate tonnage of this commodity for the year ending June 30, 1903, are not yet available.

"It is calculated from the statistical reports of the Commission that of the total tonnage carried by the railroads of the United States about 65 per cent is carried in the territory governed by the 'official classification.' Taking the total tonnage of hay for the last year mentioned (1902), namely, 4,681,509 tons, 65 per cent thereof would be 3,042,980 tons. Based on an average advance of 80 cents per ton in rate, the increase in revenue for that year would be \$2,434,384, and from January 1, 1900, to the present time, during which the advanced rates have been in force, nearly \$10,000,000."

The tax assessor at Pomeroy, Wash., recently threatened to seize about \$2,000 worth of wheat to pay taxes on 150,000 sacks held there by San Francisco and Portland owners unless that amount of tax should be paid as assessed. The tax was paid,

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar]

Sidetrack Rights Under Statute.

A Washington statute makes the giving of unequal or unreasonable preferences or advantages by a common carrier unlawful, and provides that "every railroad company or other common carrier doing business in this state, which permits any person or persons or company or corporation or any locality in this state to connect a sidetrack with its track or line of transportation for the accommodation of any mine or warehouse or elevator or mill or manufactory, shall accord the same right on the same terms to every other person or company or corporation or co-partnership anywhere on its line in this state soliciting such right or privilege," etc.

In construing this statute, in the case of the Northwestern Warehouse Co. vs. The Oregon Railroad & Navigation Co., the Supreme Court of Washington says (73 Pacific Reporter, 388) that it will be observed that the statute does not charge the railroad company with the absolute duty to permit others to connect sidetracks with its track or line of transportation. That duty arises only when it has permitted such connections to be made, in which event it shall accord like facilities to others. It is mandatorily provided that the policy of permitting such connections shall be inaugurated in the first instance; but, if a railroad company shall of its own volition establish such a policy by permitting connections of sidetracks to be made, then it shall accord the same right and on the same terms to others who may solicit the privilege.

The evidence in this case did not show that the railroad company had ever permitted any person, company, corporation or locality in the state to connect a sidetrack with its line of transportation for the accommodation of any warehouse. It did appear, however, that all its accommodations in the way of trackage facilities to warehouses were furnished by way of its own sidetracks and connections constructed upon its own land. Under the statute there was, therefore, the court holds, no duty existing to permit persons to connect their sidetracks with its line. The warehouse people, however, did not seek to connect their own track; but they asked that the railroad should be required to construct a track leading to their warehouse which was located upon their own private property; and the court holds that there was nothing in the statute which imposed upon the railroad company the duty to build such a track, adding that if the statute in terms so provided, it would then become necessary to examine into the contention that such a requirement would be in contravention of the terms of the fourteenth amendment of the constitution of the United States, in that it would amount to a taking of private property without due process of law and to a denial of the equal protection of the laws.

Again, it was alleged that at the time the demand for an extension was made an offer in the nature of an alternative was also made in lieu of the extension demanded. The terms of the offer were to the effect that the warehouse people would accept a lease of a stated portion of the railroad company's grounds contiguous to one of its sidetracks then existing. The offer was, however, conditioned that, if a lease should be made, it should by its terms provide that they should have "reasonable shipping facilities," and further that the leased premises must extend full width of the company's lands to the northward. But even if the duty arose under the statute for the company to grant a lease because of the existence of leases to other warehousemen upon its lands, still, the court says, what occurred in reference to a lease was a mere offer and not a demand, and the offer was of such an indefinite nature, even if it had been in the form of a demand, that no duty arose to comply with it.

These parties, the court says, had the undoubted

commercial and legal right to enter into competition with other warehousemen, but it seemed to be their misfortune that they had built a warehouse so located that they had not the facilities for shipping therefrom which they desired. It did not necessarily follow, however, that they might not be entitled under the statute to the same facilities and upon the same terms that were accorded to other warehousemen, unless it should appear that the same could not be furnished within reasonable conditions. But this action was so brought that the court could not determine what rights they might have in that regard, if any.

Custom and Storage Charges for Grain Not Kept at Place of Deposit.

In an action brought to recover the value of wheat which had been stored in the elevator of the party sued and which the latter had sold, there was a difference of contention as to the terms of the contract governing the transaction. What these differences were is not stated in the report made of the case, but it is said that at the trial the party sued offered evidence of a custom among elevator men of the locality relating to the disputed items of the contract. The party claimed the custom was identical with his version of the contract; that evidence of it would have corroborated his testimony as to what the agreement was, and that it would have furnished a basis for the adjustment of the differences between the parties in case the jury found that their minds had not met. But the Supreme Court of Kansas holds (McSherry vs. Blanchfield, 75 Pacific Reporter, 121) that the evidence sought to be introduced was irrelevant and immaterial. It says that favorable answers to all the questions propounded would not have shown that the party suing knew of the claimed custom, or that it was so notorious as to furnish a presumption of knowledge, and no offer to make this showing was disclosed. Without that the testimony was insufficient, and the ruling of the District Court rejecting the evidence was correct.

In order that it may be binding, a custom or usage, the Supreme Court holds, must be known to the party sought to be charged or must be so notorious that knowledge of it will be presumed. Usage or custom cannot make a contract when the parties themselves have made none. The proper office of usage or custom is to explain technical terms in contracts to which peculiar meanings attach; to make certain that which is indefinite, ambiguous or obscure; to supply necessary matters upon which the contract itself is silent, and, generally, to elucidate the intention of the parties when the meaning of the contract cannot be clearly ascertained from the language employed.

In order to recover charges for the storage of grain the court further holds: A warehouseman must keep at the place of deposit, subject to delivery on demand of the depositor, either the grain left for storage or an equal quantity of other grain of the same kind and quality, and this requirement is not satisfied by keeping a sufficient quantity of grain of the proper description in another warehouse at a different place from that in contemplation of the parties when the bailment was made. At the trial the party sued admitted that he did not keep on hand at the place of storage in Abbeyville, in Reno County, Kan., a quantity of wheat, like in kind and quality to that of the party suing sufficient to meet the latter's demands, and, for the purpose of enabling him to collect storage charges, he offered to show that he had wheat in a Topeka elevator with which to satisfy his contract with the party suing.

The Supreme Court holds that the evidence offered was properly rejected. It says that the contract of the parties had reference solely to the place of storage selected by the owner of the wheat. The character of the warehouse structure, its location, the method of handling grain in use there and many other circumstances, may control the depositor's choice of a place. The right of

the owner of stored grain to protect himself from fire and his protection against the creditors of the warehouseman all relate to that place alone. The warehouseman may refuse a demand to deliver at any other place, and the owner may refuse to receive at any other place. Hence, without a new contract, the obligation of the warehouseman to keep on hand the depositor's wheat, or other wheat of like kind and quality sufficient to satisfy the depositor's demands, can only be discharged at that place. It is for this alone the storage charges are paid, and, if this duty be not performed, such charges cannot be recovered.

RAMSEY LAW IN FEDERAL COURT.

C. W. McComb, a scooper at Wilsonville, Neb., has secured from the Nebraska Supreme Court an order on the Burlington railroad to cease discriminating against him in the matter of delivery of empty cars. In the syllabus of the decision the court thus lays down the law of the case:

It is the duty of the company to furnish the necessary cars for the transportation of goods offered for carriage; but when it furnishes itself with appliances for the volume of business it can reasonably expect will be offered, taking into consideration that at certain seasons more are needed, it has fulfilled its duty in that regard, and it is not required to provide for such a rush of grain or goods for transportation as may only occur in any given locality temporarily or at long intervals of time.

It is the duty of the company, under the common law and the statutes of the state, to supply cars to all persons or associations handling grain, without favoritism or discrimination in any respect. During a temporary scarcity of cars, the company is entitled to consider, in apportioning cars between applicants, the relative volume of business and the facilities for loading that each possesses. Though there may be a difference in the number of cars furnished different dealers at the same station, if no favoritism or discrimination is shown and the number is fairly proportioned to the volume of business, the facilities for loading and the grain in sight, no shipper has a right to complain of the difference, though he is not getting all that he deems necessary for his business.

In this case, the company could not furnish enough cars for any of the three dealers. The superintendent in his testimony said that owing to the manner of doing business by many grain men, who delayed shipments until the markets justified a quick sale, there was often great congestion of cars. At times he has had 2,000 cars held for orders, to the overcrowding of their storage capacity, while within a few days the demand would be such that the road was behind that number.

In another case (Farmers' Grain and Elevator Company of Virginia, Gage County, against the K. C. N. W. R. R.), involving the validity of the Ramsey law, in so far as it requires railroads to furnish sites and build sidetracks for independent elevator companies as well as for the line elevators, the Supreme Court, in March, issued an alternative writ of mandamus requiring the railroad company to show cause why it should not be compelled to furnish a sidetrack for the said Company at Virginia. Proceedings were instituted in the name of the state of Nebraska, on the relation of the company; and to this alternative writ the Railroad Company demurred, on the grounds that the court had no jurisdiction; that the state was not the real party in interest; and that no sufficient cause of action had been shown. The Railroad Company later secured the removal of the case to the Federal Court, alleging that an important federal question is involved: namely, that an attempt is being made to take the private property of the defendant without consent, without due process of law and without compensation, which, it is alleged, would damage the defendant to the extent of \$10,000.

The Manitoba Grain Growers' convention, held at Winnipeg recently, passed a resolution recommending the immediate construction of a railway to Hudson Bay as a highway of commerce to and from the Canadian Northwest. **Next!**

FOREIGN NEWS

Chile exports all her clover seed—in 1903 about 1,962,094 pounds, worth \$153,118. It went to Great Britain.

Bristol, England, is fourth on the list of British wheat importing centers, first as to barley and sixth as to corn, the total imports of all which were 28,784,000 bushels, a gain of 22 per cent between 1900 and 1903.

During the last two or three years Sir A. M. Mackenzie, Bart., has been giving much attention to the various systems of securing and preserving grain, and in a recent hurried interview with the agricultural representative of the Dundee Advertiser he said his tenant, J. D. Allan, is now working out an idea in connection with the ventilation of grain stacks.

In Grange vs. Taylor, an English court held that the plaintiff could not recover from ship owners for a short delivery of corn, because the latter were under no obligation to sort and apportion the cargo, that being the duty of the dock company. The bill of lading stipulated that each part of the cargo should bear its due proportion of shortage, damage, etc.

A German firm has secured an order for a grain elevator, to be built at the port of Rosario, Argentine Republic. It will have a capacity of 24,000 metric tons (880,000 bushels), with machinery for storing and emptying 1,550 metric tons (57,000 bushels) an hour. Apparatus for cleaning and drying 80 metric tons (3,900 bushels) of grain an hour will also be built.

The Millwall Dock Co., London, has notified the London Corn Trade Association that "Although the substitution of four-bushel weighing machines for the one-ton hopper scales will entail heavy loss on the Company in the alteration of existing machinery, the directors have decided to make this change forthwith in deference to the wishes of the corn trade as expressed by a deputation from that association. Instructions have been given for the change to be made as early as possible."

United States exports of wheat to Great Britain increased from 151,204,160 bushels in 1902 to 164,510,512 bushels in 1903; but our proportion of the total imports of Great Britain declined from 53.47 per cent in 1902 to 27.45 per cent in 1903, the United States loss being made up by gains of 11.41 per cent by Russia, 10.70 per cent by the Argentine, 8.14 per cent by India and 0.49 per cent by Canada, the latter's proportion of the whole being only 12.25 per cent.

The new German-Dutch Black Sea contract, referred to in another paragraph, embraces the following chief point of interest: (1) Stipulation by seller of per cent of foreign matter; (2) sales to be about as sample; (3) national weight guaranteed; (4) contracts of 100 tons or less shipped in one steamer; if divided, seller shall pay buyer one mark (23.8c) per ton; in case of divided larger shipment the last only may be 5 per cent (or more) of the whole; (5) shipment to be delivered in sound condition; (6) 1 per cent allowed for shrinkage, etc.

A committee of the Corn Exchange of Vienna recently made a report upon the obstacles in the way of the development of the grain trade in that city, which has been presented to the Ministries of Finance and Agriculture. It is pointed out that for years past the storage accommodation has been inadequate, and the mechanical equipment is far from being up to date. Again, the charges are excessive, and the high tariff of the railway has a tendency to drive away trade. In Hungary, on the contrary, the government does everything in its power—by according cheap freight rates and other privileges—in order to foster the corn trade and centralize it at the city of Budapest. The consequence has been the importance of Vienna as a

center of the grain trade is continually diminishing, and the annual fair formerly held there now takes place at the Hungarian capital.

Continental grain importers are generally desirous of breaking away from the London Corn Trade Association's Black Sea contract, and have proposed a new form of contract not much different from London "rye terms." Shippers, however, have so far refused to agree to a change; or, at least, to accept the German-Dutch contract mentioned. The German importers have agreed, however to force the reform. Marseilles importers also demand a change; at least, that settlements of dispute shall be made at Marseilles in place of London. St. Petersburg advices are to the effect that that government will intervene to make a new international contract to apply to all Russian shipments.

A meeting of representative grain trade associations of Great Britain and Ireland, including one German association, was held with the London Corn Trade Association a few weeks ago. After discussing the dock strike in the Argentine, the conference voted against a "strike" clause being inserted in the contract forms, it being argued that shippers were able to protect themselves. With regard to the purchase of American wheat on inspection certificates final as to quality, the majority voted in favor of recommending to their members to buy only "on sample," or upon a "standard" sample, as in the case of Californian wheat. A motion excluding Montreal certificates on grain of American growth was also carried by a large majority. These matters were then referred back to the various associations interested.

A committee of the Corn Exchange of Odessa, reporting upon the unfavorable state of affairs in the grain trade, states that the wheat that arrives upon the market is for the most part the produce of small land proprietors, and is distinguished by being of inferior quality, and very impure. As regards wheat, the varieties are of such diversity that it is very difficult to form standard grades. As a rule, immediately after the harvest the peasantry are in great haste to sell, owing to the pressing want of money. The transportation of grain by the railways costs too much, and the charges of the middlemen enhance the prices. The report condemns the existing Russian commercial code as antiquated, though at Odessa itself, thanks to the existence of a tribunal of commerce and a board of arbitration, this particular abuse is not felt as it is at other centers for the exportation of grain. The shipping charges at the port mentioned are excessive, because the accommodation is too small for the enormous consignments that arrive for shipment abroad, and it is to be hoped, therefore, that the proposed enlargement of the harbor at Odessa will be speedily put into execution.

BUFFALO WITHOUT BUSINESS.

Owing to the non-opening of navigation on the lakes, as well as the delay in adjusting labor differences, the elevators of Buffalo on May 2 had to close down and shut out their men until grain should begin to arrive. This action put about 150 inside men out of work. The shovelers also were without work.

Labor relations at Buffalo elevators were adjusted for the season by the Western Elevating Association and the International Longshoremen's Association without friction, the schedule adopted being substantially the same as that of last year. The basis is \$2.12 per 1,000 bushels.

The starch factory at Edinburg, Ind., is running again. It uses 750 bushels of corn daily.

The C. P. R. has posted notices at Winnipeg and elsewhere that permits for the erection of elevators will be given out in order of application, but where the work is not commenced within 30 days the permit will be cancelled and the next applicant will be considered.

GRAIN IN THE CANADIAN NORTHWEST.

The annual report of the Royal Bank of Canada contains some interesting figures as to the agricultural area and crops of Manitoba and the Canadian Northwest. The following table gives the big figures of acreage, not only in the organized, but in the unorganized, territories, as well as in Manitoba:

	Water Area, Acres.	Land Area, Acres.
Manitoba	6,019,200	41,169,098
Alberta	232,000	61,973,212
Assinibola	384,000	56,498,546
Saskatchewan	2,414,500	66,460,859
Unorganized Territories—		
Athabaska	5,635,120	155,622,704
Mackenzie	18,910,080	340,886,420
Keewatin	8,588,260	292,178,010
Franklin		320,000,000
Ungava	3,745,440	223,429,600
Yukon	415,280	125,649,500

What these figures mean as to useful possibilities in an agricultural way and the wonderful room for growth there is, especially in the organized territories, is shown by the following table:

	Arable Lands, Acres, Approximately.	Cultivated Lands,* Acres, 1902, Approximately.	Per Cent of Cult- ivated to Arable.
Manitoba	23,000,000	4,000,000	17.39
Alberta	32,500,000	233,000	0.71
Assinibola	28,250,000	611,000	2.27
Saskatchewan	33,230,000	79,000	0.24
	116,980,000	4,953,000	

*In crop and broken.

Here is room enough for the imagination of the most enthusiastic empire builder who would demonstrate that Canada can feed the world. It will be noted that no account in this estimate of arable lands is taken of Athabaska and Mackenzie, both of which are claimed to have much agricultural land which will some time be of value.

From these figures, which denote possibilities, it is interesting to turn to the report of what actually has been done. Manitoba, of course, is the chief contributor to the agricultural output of that portion of Canada west of Ontario. Its yield of wheat, oats and barley and the acreage devoted to each for a series of years is as follows (000 omitted from bu.):

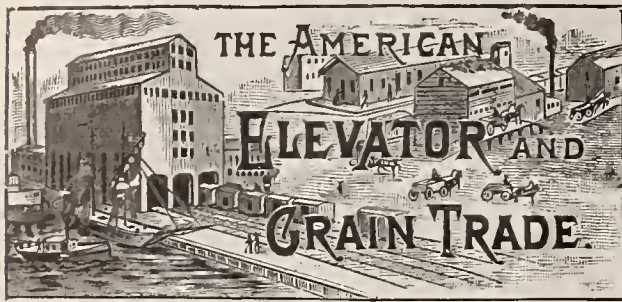
Year.	—Wheat—		—Oats—		—Barley—	
	Acres.	Bu.	Acres.	Bu.	Acres.	Bu.
1890 ..	746,058	14,665	235,534	9,513	66,035	2,069
1900 ..	1,457,396	13,025	429,108	8,814	155,111	2,939
1901 ..	2,011,835	50,502	689,951	27,796	191,009	6,536
1902 ..	2,039,940	53,077	725,060	34,478	329,790	11,848
1903 ..	2,442,873	40,116	855,431	33,035	326,537	8,767

It is evident that last year was not a good one agriculturally, but the growth in three years has been a remarkable one. Turning to the Northwest Territories, combining the following table gives acreage and crop in the same grains (000 omitted from bu.):

Year.	—Wheat—		—Oats—		—Barley—	
	Acres.	Bu.	Acres.	Bu.	Acres.	Bu.
1898 ...	307,580	5,542	105,077	3,040	17,092	449
1900 ...	412,864	4,028	175,439	4,226	17,044	353
1901 ...	504,697	12,808	226,568	9,716	24,702	795
1902 ...	585,576	14,649	276,942	10,725	30,022	844
1903 ...	727,998	16,735	365,719	13,387	42,445	1,126

To these totals Assinibola is the chief contributor and the heavy increase shown in 1903 above 1902 proves that regardless of temporary conditions, immigration and the breaking of new land went on at a tremendous rate, and while it is feared that the wheat of Manitoba and perhaps the acreage will be less in 1904 than last year, owing to the lateness of the season, it is probable that the territories will continue their increase regardless of weather conditions.

That hoary old fake, "the mummy wheat," has appeared again, this time at Washington, Pa., where William W. Thompson of Menallen Township is accused by a correspondent of having "a dozen ears of corn which were grown from grains produced by the Egyptians more than 3,000 years ago. C. M. Ruple of Washington, father of Mrs. Thompson, a year ago received an ear of corn found in an earthen vessel secured in excavations in Egypt. The grain and ears were somewhat larger than the American product, and the grains were dried up. Only a few grains were planted and a majority of them grew. The stalks were fully two feet higher than the Indian maize. The grains are large and streaked with red. The corn is claimed to be the same kind that Joseph sold to his brethren while in Pharaoh's court."



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1904.

Official Paper of the Illinois Grain Dealers' Association.

CO-OPERATION IN NEBRASKA.

Some of the sanest and wisest words spoken among grain dealers about the farmers' coöperative elevator craze now running its course are those found in the report of Secretary Miller to the Nebraska Grain Dealers' Association, found on another page, which are heartily commended to the reader's attention. That the movement is essentially factitious has, of course, been all along apparent; but nowhere more clearly than in Nebraska and in Kansas has the craze been seen to be the work of persons, not stockholders, directly and indirectly interested in the movement as beneficiaries in one way or another.

The companies, as Mr. Miller points out, have been singularly favored by the trend of the wheat markets, especially during the past year, and the promoters even more so; but when, as may happen during any crop year, the reverse is true, the companies will disappear—regular dealers have only to "possess their souls in patience." This is inevitable, not merely because from its very nature the movement would not be able to survive a single season of financial adversity, but because, as will inevitably appear to sane farmers, it is a misdirection of the farmers' energy, founded on the theory, wholly indefensible economically, that high prices and higher profits are more desirable to the world (or to individuals) than lower cost of and larger production and low prices. It is only the great abundance of things that brings to the world permanent prosperity and comfort.

But "just now farmers are organizing exchanges, associations, trading companies and what not, all for the purpose of securing higher prices for their production. We will venture to

says," the Commercial West remarks, "that the farmers' institutes, where it has been shown how to raise more grain to the acre, to secure more fat content to the gallon of milk and how to get more pork out of a given weight of corn, have been of more profit to the farmers than all the coöperative trading companies, exchanges or other schemes for manipulating of the markets will be in a decade. The farmer, like all the rest of us, needs to know more about his own business. He should know how to get a greater output per acre, as well as to know the market. Let the farmer do the farming, the manufacturer the manufacturing, the railroad the transportation, the merchant the handling, and each one of them will be better off than if he attempt to combine all productive and distributive functions in one."

THE CONVENTION SEASON.

May and June have long been the favorite months for the grain and hay dealers' annual meetings. It is only the invasion of June by the Kansas and the National associations that has made that month of the present year seem especially crowded. But May and June are dead months in the grain trade in the country; and as dealers then have but little to do at their elevators they have the time to take needed vacations and to attend their state and the National conventions, as duty to their business and the trade in general dictates they should. The dates of meetings to come are as follows:

Iowa Grain Dealers' Association, Des Moines, May 17 and 18.

Inter-Territorial Millers' and Grain Dealers' Convention, Oklahoma City, May 17 and 18.

Texas Grain Dealers' Association, Fort Worth, May 20 and 21.

Indiana Grain Dealers' Association, Indianapolis, June 1 and 2.

Kansas Grain Dealers' Association, Midland Hotel, Kansas City, June 6 and 7.

Illinois Grain Dealers' Association, Decatur, June 14.

National Hay Association, St. Louis, June 14, 15, 16.

Grain Dealers' National Association, Milwaukee, June 22, 23, 24.

Ohio Grain Dealers' Association, Hotel Victory, Put-in-Bay, June 28-July 1.

Programs for the Iowa and National meetings, all that are now ready, appear on another page.

CORN BAD ON THE FARMS.

While the elevators, according to Dryer of Champaign, are pretty well cleared of winter-shelled corn, which, as we saw a month ago, came out of elevator storage in surprisingly good condition, there still remains on the farms in central Illinois about 40 per cent of the corn crop of 1903. Much of this 40 per cent of the crop will never get to the general markets, for if reports be true the warm days of May are disclosing the fact that the corn has rotted and is rotting quite badly in the crib. This is true as well in Iowa, Indiana and Ohio as in Illinois.

But it must not be assumed that this corn is worthless. Far from it. It is practically as valuable for distillery use as sound corn, and no doubt will, as the same kind of corn did a

year ago, command nearly a No. 3 corn price at Peoria and other centers of the distilling industry. Where country dealers are in position to reach such markets promptly they can make good money by handling this kind of corn, and should do so, both for their own and their farmer patrons' benefit.

A SCATHING INDICTMENT.

The most damning indictment of Gov. Yates is that of the Manufacturers' and Jobbers' Association of Decatur, which specifically charges him with preventing a reduction of freight rates in Illinois. Rates in this state are from 25 to 300 per cent higher than in Indiana, Ohio and Michigan for same class and distance, and the association named, assisted by others of Quincy, Peoria, Springfield, Bloomington, etc., after infinite labor, succeeded in getting the Railroad and Warehouse Commission to revise them and to publicly announce that they would reduce them 25 per cent. But an order to this effect never went into effect—the Association says because the Governor withheld it in order to replenish the slush fund of his private political machine. The indictment is very direct and is certainly a most humiliating one for Illinois people to contemplate as the act of the "general manager of the business affairs of the people of Illinois," as Gov. Yates has called himself.

ILLINOIS ASSOCIATION MEETING.

Owing to the many dealers' meetings in June the Illinois Association directors have decided to hold but a single day's sessions this year. It will be strictly a business meeting to audit the annual balance sheet and to elect officers for 1904-5.

The meeting will be therefore quite as important a one as the usual two-day meetings of the past; but there will be no mere "fillers" on the program. Every dealer in Illinois should attend and bring his neighbor.

Remember: Decatur, June 14; morning, afternoon and evening sessions.

COLLECTING CROP FIGURES.

E. S. Early of the Newport Mill Co. of Newport, Tenn., proposes a unique plan for collecting and tabulating statistics of the yield of small grains in his state. His plan, as suggested to the commissioner of agriculture, is that—

each person owning and operating a thrashing machine shall be required by law, before he commences thrashing in Tennessee, to register his name and the number of his machine with the county registrar, being subject to heavy fine and the loss of his tolls from the customer should he fail to do so. He shall then be required to keep a record of names of all parties for whom he thrashes, the amount and kind of grain thrashed, the number of acres thrashed from, the amount of grain not thrashed and the amount of seed sown. On or before December 1 of each year he shall be required to file with the county registrar a full report of all said particulars, which reports the registrar shall compile and record in his office, sending the results of the said compilation to the commissioner of agriculture, who in turn shall make a similar compilation for the whole state.

We are not aware that any similar proposal to utilize thrashermen's records has ever taken this particular form, although of course the crop statisticians have made use of them in their own

way. Mr. Early's proposition seems to be practicable, and in practice it ought to give an estimate of total yield far more accurate than the guesses of individuals, and quite as accurate as returns made by farmers to assessors or other officers.

IS IT TOLEDO'S TURN?

The National Hay Association will decide at its convention at St. Louis upon the place for holding the annual meeting in 1905. The cities in which the annual meeting has not been held are narrowing down to a very few of the terminal markets. Since the organization of the National Hay Association in Cleveland in 1894 the annual meeting in regular order by years has been held in the following cities: Cincinnati, St. Louis, Pittsburg, Buffalo, Detroit, Baltimore, Indianapolis, Put-in-Bay, Chicago. This leaves Kansas City, Minneapolis, Milwaukee, Toledo, Columbus, New York and Boston to select from, if the convention chooses some city in which an annual meeting has not been held.

The extreme Western and Northwestern, as well as the extreme Eastern, cities have the disadvantage of being located so far on the one hand from the receiving, and on the other from the shipping, elements that eliminating them there would be left only Toledo as the logical choice. Toledo is centrally located, is a large receiving and distributing market, and should prove a popular place for holding the convention. Cleveland may think it time for the annual meeting to come around to her again; and she certainly would find it difficult to recognize in the man in trousers the infant prodigy that honored that city by consenting to be born there.

WATCH THE NOMINATIONS.

The Illinois grain inspector's office is "under civil service rules"—of a strictly home-made type, but warranted a "yard wide and all wool" when on exhibition. In the privacy of the office itself, however, the inspectors are expected to carry their districts and to answer the roll call at the Springfield convention "round up." And some were, of course, present. So long as the law legitimates this kind of activity as a part of the functions of the grain inspection department, the public really has no reason to find fault. It's a part of the game of politics which all parties play.

But as members of all parties and all factions of the party in power contribute to the support of the department, which has a strictly business purpose, and that only, and should maintain no supernumeraries with time on their hands to "run with the machine," the state, since it insists on controlling and operating the inspection department and in taking it out of the hands of the trade itself, should by law require its employees to attend strictly to their sole business, which is the inspection of grain and not running primaries and conventions.

For this reason grain dealers in the country should now try their hand in the same kind of politics and see to it that legislative candidates are nominated by all parties, in all Illinois counties, who will agree to vote for a civil serv-

ice law that shall take the grain department out of practical politics and keep it out.

THE WEARES CASE.

The decision of the Illinois Supreme Court affirming a fine verdict by a Bureau County Circuit Court jury introduces a new element in business of speculative orders taken at branches of private wire houses located in Illinois. The Weares some years ago had a branch with an agent at Princeton, who took orders from local speculators, which the Weares said were executed, like all orders, on the floor of the Chicago Board. But the grand jury indicted the Weares for running a bucket-shop; the jury found them guilty; and the Supreme Court affirms this judgment, holding that all speculative orders placed without intent to handle the actual grain involved are gambling ventures.

It seems that in endeavoring to legislate the bucket-shop out of existence the lawmakers overdid the matter of definitions, with the above result. It is rather hard on the private wire houses, who under the rules of the Board cannot, and do not, bucket-shop these local trades, to be cut off from this business which at certain places must be lucrative; but the decision certainly does put it in jeopardy and renders it extra hazardous.

WHY HE URGES IT.

A self-styled "farmers' friend" on the Chicago Board says to the farmers that he has "been trying for a number of years to reach each one of the great army of producers and show him that it is possible for him to ship his grain to a broad competitive market like Chicago," etc. Of course, because the "farmers' friend" hopes the farmer will ship to him. "Only this and nothing more." He does not say, what is true, that the farmer actually gets the benefit of a "broad competitive market" whether he himself ships or the grain dealer ships for him. The only difference in the long run is that the farmer who does not ship merely pays the dealer from 1 cent to 2 cents a bushel to take the trouble of shipping off his hands and to assume the risk of loss of grade, shrinkage in transit, etc. No farmer but an inordinately greedy one will be fooled by this balderdash of shipping on his own account to escape the "grain trust." There is nothing in it except on rare and uncertain occasions, when the shipper happens to catch a sudden rise of the market at the flood.

UP TO THE SUPREME COURT.

The decision of the U. S. Circuit Court of Appeals at Chicago on the bucket-shop question, being a diametrically opposite view from that taken by Judge Shiras at Dubuque, in a decision on identically the same question in a branch of the same court, is doubly happy. It is a decision based on a clear understanding of the functions of public grain and stock exchanges and their place in commercial economies; and it makes it possible to take the question to the Supreme Court of the United States to secure harmony of judgments.

A decision on this question by the U. S. Supreme Court is something that is sadly needed;

for even as late as May 9, after the illuminating Chicago decision referred to, a state court judge in Laporte County, Ind., reversed the United States Court of Appeals and directed the W. U. Telegraph Company to furnish a bucket-shop at Hammond with continuous Chicago Board of Trade quotations. This is ridiculous, and a positive ruling by the U. S. Supreme Court is needed to keep the courts, both state and national, from falling into public contempt through their diverse rulings on this subject of proper treatment of gamblers—a fundamental question of commercial ethics.

CLEAN BILL OF LADING.

There are such strong points on both sides of the clean bill of lading question that, after all, the question, so far as grain dealers are concerned, is largely one of expediency. The clean bill, be it remembered, is not really a necessity. A shipper who suffers a loss, and can convince the court or a jury that the loss is due to the negligence of the carrier, can assuredly recover therefor, if the loss is worth a lawsuit, in case the carrier is stubborn. Usually it is, unless there is no question of its liability; then it pays.

Individual cases of loss by grain shippers are usually too small to sue for; hence the feeling in the trade that the carrier should be required to make good without a lawsuit on its bill of lading. But, as Mr. Lint suggests in his letter on another page, is it expedient to put a club in an undesirable competitor's hands when the regular shipper can by due care on his own part dispense with such a club and arrive at his object with substantial accuracy by other means? All business successes, as are all affairs of life, are tied to compromise—the absolute is rarely attainable; why not strive for the good-enough rather than for perfection, with all the chances in favor of failure to attain it?

RECIPROCAL DEMURRAGE.

The Indiana shippers who are taking a personally active interest in the railroad reform movement in that state, evidenced in the organization of the Indiana Shippers' Association, are not a little encouraged by the decision of the Virginia Supreme Court sustaining the reciprocal demurrage law of that state and the admirable set of rules laid down for its execution. This decision is the evidence of a wholesome tendency that cannot fail to influence other legislatures and other supreme courts.

There is not the slightest doubt of a plea for this reform reaching the Indiana legislature. Gov. Durbin will recommend it in his annual message, even should his successor fail to do so. The thing is to elect a legislature that shall put the public opinion that favors a railroad commission and the demurrage reform into the concrete form of law. This will depend on the people of Indiana directly, and indirectly on the personal efforts of shippers, who are interested in that reform. Grain dealers, who are more interested in the reform than perhaps any other one class of shippers in the state, will do well, therefore, to put themselves in touch with the Indiana Shippers' Association and do what they can to have their political parties indorse the movement in their state platforms.

EDITORIAL MENTION

The rallying cry: On to Whitefish Bay.

Corn squeezes don't always seem to squeeze.

If the queen of the May attends to business as she ought to she will hustle in a little brisker market.

Do you believe in the occult? You can make good use of an astral body in June in getting to the meetings of the various associations which convene that month.

An East St. Louis grain inspector was arrested the other day for "mashing." Don't the inspectors there have enough primary election excitement to keep them out of mischief?

It's always a good thing to have a few friends at court. Grain men should keep this in mind when looking over the list of wise solons who are candidates for seats in the various state legislatures.

Congress has not yet, we believe, made a law to punish the adulterator of seeds. But Congress at least is immortal, and some day a generation may appear who will see such a law on the statute books.

"These free seeds distributed by the government have much to do with the splendid development of the agricultural resources of our nation," says a Kewanee editor, who must have been favored with double his legitimate allowance.

The Chicago Board has made the commission rate on wheat 1 cent a bushel, in spite of the wishes of receiving houses who receive. All right. It wasn't a very bright thing to do, considering that wheat has to be coaxed this way; but better let it stop at wheat.

Col. Harvey, editor of the North American Review, has discovered that England could not escape famine if she should be at war with the United States and Russia simultaneously. Perhaps not, but does the Colonel see any immediate prospect of that before him?

Negligence in relation to fire prevention about the elevator is costly—in rates to get protection, in property when a fire comes. Keep your eye on your premises, especially at the heads and boots of elevator legs, and your wiring when electricity is in use for any purpose.

Another judicial outrage has been perpetrated on the Canadian farmer. The Dominion City Elevator Co. at Emerson sued a farmer for fourteen bushels of wheat, the overrun of a lot of wheat stored by him in their elevator, as shown by the weights returned from the storage elevator at Fort William. The company claimed that as it would have been required to make up a shortage on the contents

of the bin had it occurred, they were entitled to a difference when it was in their favor, and the court decided that the elevator company was right.

The mutual insurance companies are beginning to interest the old liners, who are now complaining that the mutuals are getting the cream of the elevator and warehouse business. Why shouldn't they? Their insurance is as good as the old liners' and costs about 50 per cent less.

The closing of the elevator at Newport News, made the subject of several touching editorials in Southeastern papers, is no doubt temporary only, like the closing of Buffalo houses, for want of something to do, the result of causes that will soon pass with a good crop in sight again.

A typographical error in the semi-official newspaper publication of the laws of Maine has reopened the question in that state of the legal weight of a bushel of oats. The publication reads "thirty pounds," whereas the law actually requires thirty-two pounds, in conformity with the practice of other states.

It's a good thing to have a motto of "forward, always forward," but a bad thing to put it in practice in respect to moving forward in front of an automobile. The grain dealer sometimes moves forward at the wrong time by placing a wrong guess on the coming government crop report. Better not guess at all.

Changes in grain commission firms generally occur about January 1, but this year they have seemed to follow moving day, as an unusual number of additions to firms and retirements of officers from same, either to go into business for themselves or to join other concerns, has occurred in May. This has seemed to be the rule in all markets.

Northwestern elevator companies are abandoning the telephone as a means for sending price quotations to their agents. Apparently the chances for error through misunderstandings are great, and there is no one to unload the loss upon; whereas, when quotations are sent by telegraph the carrier company must be accurate or pay for its blunders.

It is noised about in Kansas that Jim Butler's Farmers' Coöperative Shipping Association recently declared a dividend of 8 per cent on its capital of \$200,000. As Treasurer Hoffman was only a few weeks ago appealing to the country branches for pecuniary aid to the federated company, this dividend probably has a more or less diaphanous texture.

An interesting and novel question has been sprung at Duluth. It is this: When shall payment be made on wheat sold subject to payment "on opening of navigation"? In other words, when is navigation officially "open"? The Duluth Board of Trade has a rule that navigation is formally open there when the first vessel arrives in Duluth harbor, through the Sault Canals, from a lower lake port. But for years before Duluth was a leading lake port, and before Lake Superior had attained

such importance in commerce, everybody identified with lake marine matters considered that navigation on the great lakes was open when the first vessel passed through the straits of Mackinaw, either to or from a lower or upper lake port, and regardless of conditions on Lake Superior.

A bill to legalize an "order" bill of lading in New York has been killed on its way through the legislature of that state, but a bill with similar intent is still before Congress. The bill is a bad one, and protests have been filed by the National Hay and Grain Dealers' Associations, which should be supplemented by personal protests of individual shippers to members of Congress from their districts.

Now the Chicago papers want the I. & M. Canal filled up as "a positive nuisance." As Chicago herself made it a nuisance by pumping her sewage into it after it had become too full of sludge to let it flow in naturally, the impudence of the proposition is characteristic of some Chicago people. The canal fortunately is not quite dead, and may even float some grain into Chicago this season if let alone.

Eastern members of the National Association are, of course, disappointed with the June date; but in this country, where we are early taught the fundamental fact that "the majority rules," they should join the few in the West similarly disappointed in sinking personal wishes in the matter and in pulling with the crowd to make the convention and the Association a success. "To-morrow is another day."

Ten Western railroads lost \$1,250,000 during 1903 by paying excessive switching charges to industrial railroads, according to a statement made in a report submitted to executive officials of the Western lines by an expert to examine and report upon the system of switching in Chicago. Then why do they keep on paying these charges, which seem to be a violation of the Elkins law penalizing rate discrimination?

Boys playing around elevators continue to fall into loading bins and remain there undiscovered until after they are smothered by the running grain. Doubtless they will continue to perish by that means. But elevator owners ought to realize their responsibility sufficiently to make a house rule that will be severe enough to put a stop to the use of grain bins as playgrounds, attractive though they be to small boys.

The railroads of the "official classification" territory (practically all the country east of the Missouri River and west of New York north of the Ohio) have decided to put into effect, on October 1 next, a new form of bill of lading, by which they propose to make the shipper pay for protection against loss or damage to his goods in transit. The iniquitous character of this bill of lading was referred to in these columns last month, where it was pointed out that its object is both to void the legal responsibility of the roads as to losses and also to grant an unfair rebate to big shippers who can afford to take the risks of loss in order to get the cheaper rate. The Illinois

Manufacturers' Association is arranging for a meeting to protest against and oppose this action of the roads, which will no doubt be largely attended by shippers, including grain dealers, as the subject-matter for protest is one of extreme importance.

Senator McCumber hastens to say that his remarks in the Senate on elevator men as thieves did not apply to the country elevator men. This was wise—there are more voters in the country. But as in the Northwest about 60 per cent of these country elevator men are merely the agents of the wicked terminal men, whom the honorable senator calls thieves, one does not see that he has "hedged" to any alarming extent.

A great deal of interest is being manifested over the question of corn breeding, with the view to increasing the yield. This is a subject worthy of much attention, but price always figures very materially in the final amount which the farmer receives for his grain. The farmer might say as the Irishman said after listening to a labor agitator, who, he thought, had been talking on the wrong theme. He interrupted the speaker to say, "It's not wurrk we want, it's wages."

The proposition at Chicago to create a sampling bureau to take the place of individual professional grain samplers, as recommended for ballot to the membership of the Board, will, no doubt, be passed. The project, when first taken up, found considerable opposition; but those who criticised the idea, after a more thorough investigation, now believe it will be to the interest of all concerned to have an official sampling bureau, conducted along the same lines as the present weighing bureau.

The lecture tour of Prof. Holden through the corn belt of Iowa was a remarkable innovation and can scarcely fail of good results directly. Indirectly it will stimulate study of the science of corn culture, not only in Iowa, but in the entire corn belt of the nation. The day has gone by when on lands of the present price of American corn lands the slovenly methods of the past can be made profitable. The work of such men as Prof. Holden and study of his methods will hasten the day of greater yields and greater profits, commensurate with the capital corn growers must expect to put into their farms in the future.

The model upon which all recent farmers' grain and supply companies have been modeled is the coöperative company at Rockwell, Ia., which has been very successful, chiefly because the predominant spirit of the company is a keen old patriarch with influence enough to keep peace in the family and to pay a big salary to the manager. But if all accounts be true, the success of the company has been the ruination of the town, the business of whose merchants and little manufacturers has been killed by the coöperative business, which imports everything and sells nothing at home. So, if coöperation is to be the rule, all business must go except that of coöperative groups in the country and a few big concerns in the cities—

the manufacturing and wholesale centers—from which the farmers may obtain their supplies without the intervention of village tradesmen, and there will be left only those employed in the sorting and distribution of goods in the co-operative stores in the country and in the catalogue houses in the city. An attractive prospect, indeed; and all to save—what?

Dryer of Champaign throws out a hint worth some people's remembering: "Some members of the Chicago Board of Trade have awakened to the fact that unless they revise some of their rules or establish a more liberal inspection the golden egg will continue to grow smaller. The country shippers are only waiting the establishment of a market where the average grade of corn or oats will be applicable on contract."

Secretary Coburn, the famous manager of the Kansas State Board of Agriculture, has resigned his commission as chief of the live stock section of the St. Louis Fair, owing to ill health. This is hard on the Fair; but the West can't afford to let Mr. Coburn break down managing an end of a six months' "show." He is needed for bigger things. Some day, when "Tama Jim" quits at Washington, lots of people out West want to see Coburn sitting at the Iowan's desk—if, indeed, it would be big enough for the brainy Kansan.

A Decatur newspaper, with less wisdom than zeal to slander the legitimate business that many good but ill-informed people affect to discountenance, says that the Supreme Court's late decision in the Weare case "renders illegal nine-tenths of the trading on the Chicago Board of Trade." This is not true. "The court holds," says this commutator, "that as the [Weare] company has no place for storing grain [at Princeton] and that as actual delivery is not made, the company's offices must be held to be bucket-shops and that the company is presumed to have knowledge of transactions taking place in the offices and cannot be exempt from liability for failure to inquire into such transactions." But this does not affect trades on the Chicago Board, but only those taken at the "private wire" branches in country towns, which are by this decision made technically bucket-shops.

A regrettable error in the March issue (p. 496) has just been called to the editor's attention in connection with the item referring to Geo. Bullen & Co.'s malt house fire. Relying upon the accuracy of the daily press report of the fire, which had all the circumstantiality of carefulness, this paper was led into the error of stating a loss of \$125,000, when the fact was it was less than \$10,000; that the fire originated in the sixth story, whereas it started in the roof of the kiln building, the strong probability being that when the kiln fans were started at noon they fanned into a flame the embers of the old fire, which had not been entirely put out, the fire starting within half an hour after the fan was put in operation. There were other errors, distressing to the writer to recall, including the statement that in the fire preceding this one by seven weeks the loss was \$75,000, whereas it was only about \$15,000.

None can more keenly regret blunders of this sort than the editor, who consoles himself in this instance only with the thought that similar ones have not often been brought to his attention, and presumably they do not often occur.

The grain committee of the Chicago Board has approached the inspection problem here in a rational sort of way and has been able to impress the department with the serious nature of the situation from the receivers' and shippers' standpoints. It is a hopeful sign that the committee has taken up the inquiry from the technical side and has gone so far as to think well of the Scofield scientific system of determining the moisture content of corn samples at least. The department will no doubt respond, for even inspectors cannot forever endure unflinchingly the complaints of the trade; and it is not impossible that the public will ultimately learn whether the inspection is really at fault or whether contract corn and oats have indeed ceased to be products of the farms; or, at least, whether farmers any longer market such cereals. And sub rosa there is reasonable doubt of this, strange as it may seem to some.

A farmers' elevator in southern Kansas was recently sold under somewhat unusual and what a local editor calls rather "amusing conditions," which might have been more aptly termed characteristic conditions. The elevator did a large business during the past season and some weeks ago made a clean-up. All the wheat in storage was shipped out and sold, and in due course returns on each car were received and checked up. Much to the surprise of the managers it was found that weight tickets and receipts were out for 4,700 bushels more wheat than the shipping returns showed. The missing wheat was simply a matter of inweight and outweigh losses. The manager resigned and then the subject was reduced to a proposition of the stockholders standing for a 40 per cent assessment on their stock or selling the elevator. No one wanted the assessment and the house was disposed of for about a third of its original cost.

The shrewd press agent of the Farmers' Exchange of Minnesota succeeded in stuffing the impressionable young man of the Minneapolis Journal with the idea (given a "scare head") that—

Russia and England are watching with interest, and apparently with some apprehension, the progress of the movement among farmers in the Northwestern states for the organization of a co-operative society that will enable agriculturists to store and dispose of their products without the aid of the middlemen. Both governments have sent inter-rogations to their representatives in the United States as to the exact nature and scope and the possible effects of the plan.

This is very funny—deliciously so, when one remembers that the only really successful co-operative trading companies are those of Great Britain and the state-assisted grain stores of the continent—both so old as to be commonplace. Old Vanderbilt used to say of one of his sons-in-law, an editor, that he could be more kinds of a damphool than any man on earth. Mr. Shepherd's successors, claimants to this distinction, have not changed their profession, apparently.

TRADE NOTES

H. C. Draver, formerly of Richmond, Ind., is now representing the Huntley Mfg. Co. of Silver Creek, N. Y., in Kansas City, Mo.

The Perfection Grain Drier Co., 905, 303 Dearborn street, Chicago, has a circular relative to kiln-dried corn that will be mailed to elevator men who are interested in the subject.

Among the more recent booklets issued by the Joseph Dixon Crucible Company is one devoted to the lubrication of elevating and transmission ropes. The Dixon company makes a special graphite lubricant for this purpose.

A supplement to the Jeffrey "Century" Rubber Belt Conveyor catalogue is being sent out by the Jeffrey Mfg. Co. of Columbus, Ohio. It shows the sectional type of conveyor and a few of the many uses to which it can be adapted.

John S. Metcalf Co., grain elevator builders at 620-633 The Temple, Chicago, have just added an additional room to their drafting department and put on a half dozen extra men as a result of some of the firm's recent large contracts.

Patterson, Gottfried & Hunter, Limited, of 146-150 Center street, New York, have undertaken the sole distributing agency throughout New York, New England and Northern New Jersey, of the American Pioneer Steel Shaft Hanger.

In addition to its general line of milling machinery, The Wolf Co. of Chambersburg, Pa., has gone very extensively into the making of power transmission machinery, such as shafting, hangers, etc., and is already doing a large business in that line.

Catalogue No. 12 of the Foos Gas Engine Co., Springfield, Ohio, is a 40-page book, 8x10½ inches in size, and fully illustrates and describes the Foos Gas and Gasoline Engines. The compiler of the catalogue has gone into details to an extent that will be appreciated by the man who wants to know all about the construction of the engine he buys.

It is announced that the plant of the Otto Gas Engine Works will be moved from Philadelphia to Wilmington, Del. This is for the purpose of securing increased facilities for greater production. Something like 350 men are now employed in the Philadelphia shops, and this number will be increased to 2,000 or more after the removal. Engines of larger units than now turned out will also be manufactured.

The Jeffrey Manufacturing Co. of Columbus, Ohio, has issued Circular No. 73, which gives a summary of the lines of elevating and conveying machinery made by the company. The booklet is a small one, but is large enough to show the extensive character of the Jeffrey company's output. There are very few commodities, either raw or manufactured, that this company cannot devise a conveying system for.

A regrettable error was made in this column last month in stating that the Perfection Grain Drier Company of Chicago had sold a 500-bushel drier to the C. W. Hartley Grain Co. of Goodland, Md. The Hartley company is located at Goodland, Ind., and is a prominent grain firm in that section of the country. The item, however, was correct with the exception of the error above noted, which was purely a typographical one.

Of the many handsome catalogues received at this office none is more worthy of notice than the latest engine catalogue of the Minneapolis Steel & Machinery Co., Minneapolis. While the book appeals strongly to the lover of good printing, simply from its typographical excellence, it will be attractive to the steam user for the concise manner in which it calls to his attention the points of the Twin City Corliss Engine, to which it is devoted. The catalogue is 7x9 inches in size and contains 70 pages. It illustrates a number of different styles

of the Twin City Corliss Engine and also shows a number of views of the plant where this engine is built. A copy of this book will be sent free to any of our readers on request.

The United Grain Company of Chicago, South Bend, Ind., Toledo and Buffalo, has distributed a handsome calendar for the remainder of the present year, and the first three months of 1905. It comes at a time when calendars received earlier in the year have to a certain extent lost their freshness, and as the subject, the head of a beautiful woman, is an inviting one, this calendar will find any number of grateful recipients.

W. S. Stephens, president of the Stephens-Adamson Mfg. Co. of Aurora, Ill., returned the last part of April from a six weeks' trip to the Pacific Coast. Mrs. Stephens accompanied him and all the principal coast cities were visited. The trip was one for pleasure only, but Mr. Stephens found that the fame of the Stephens-Adamson machinery had preceded him and he was obliged to book a number of contracts before his return to his home city.

The Kay-Pim Manufacturing Company of St. Louis has issued an attractive folder calling attention to its facilities for taking care of orders for complete equipments of grain elevator machinery. The company is prepared to submit estimates covering cleaning machinery, feed mills, belting and all supplies that go to make up a complete equipment of a modern grain elevator. It also solicits orders for power transmission and elevating and conveying machinery.

The new catalogue of engines and boilers made by James Leffel & Co. of Springfield, Ohio, is a book that will interest many of our readers. It should interest anyone who has to do with steam power. This book goes into the matter of the making of Leffel Engines and Boilers, and shows on what their claims of superiority are based. The book is well gotten up, printed on heavy enameled paper, has numerous full-page and many smaller illustrations, and is filled with just such detailed information about engines and boilers as to make it truly valuable to those using or contemplating using an engine or boiler. The book will be mailed free to prospective buyers of an engine or boiler stating wants and addressing the company as above.

R. C. Stone of Springfield, Mo., has published a book on grain elevators that will prove extremely interesting to the grain man who contemplates building or remodeling an elevator. The book is not a catalogue in the strictest sense of the word, but is more of a review of the different types of elevator construction. It gives some of the results of Mr. Stone's twenty years of experience in designing, building and equipping elevators and is intended to help the prospective elevator builder to decide on the kind of a house he will put up. A portion of the book is devoted to a number of tables and other detailed information that makes it valuable for reference. A copy may be had by addressing R. C. Stone, Springfield, Mo.

The Stephens-Adamson Mfg. Co. of Aurora, Ill., has issued Bulletin Number Ten, which is intended as a supplement to the company's general catalogue No. 7. The bulletin is devoted to plain mounted carriers for belt conveyors. In addition to giving dimensions and sectional views, the bulletin shows photographs of the belt gallery system of the Southern Pacific Railway Co.'s elevators at Galveston, Texas. This system is equipped throughout with "S-A" belt conveyor machinery. Those who have received a copy of the company's general catalogue should send for this supplement and file the two together. This Company will also in a short time have increased railway facilities consisting of a switch to the new line of the Illinois, Iowa & Minnesota Railroad, which passes directly by their plant. They also have the services of the C., B. & Q. and the E., J. & E., better known as the outer Belt Line, so that shipments can be made promptly to all parts of the country. Among their new and larger contracts was that

of the machinery outfit for the new 500,000-bushel grain elevator which the Barnett & Record Co. is building at Coburg, Mo., for the Chicago, Milwaukee & St. Paul Railroad, and several oil mill outfits for the southern trade.

The annual meeting of the stockholders of the Joseph Dixon Crucible Company was held at the company's main office, Jersey City, N. J., Monday, April 18, and out of a possible vote of 7,345 shares, there were 7,126 shares voted for the reelection of the old board, consisting of Edward F. C. Young, John A. Walker, William Murray, George T. Smith, Edward L. Young, George E. Long and Joseph D. Bedle. President E. F. C. Young, Vice-President and Treasurer John A. Walker and Secretary Geo. E. Long were reelected by the directors. Judge Joseph D. Bedle was also reelected as counsel.

QUEER ROUTES FOR WHEAT.

Chas. Kennedy of Buffalo, a well-known wheat distributor, is said by the Chicago Record-Herald "to have taken two cargoes of wheat at Galveston to bring around to Buffalo by way of New York to sell to central New York millers. This is probably as remarkable a wheat transaction as any in years. It is said to have cleaned up the available cargoes at the gulf, nothing left either at New Orleans or Galveston for sale, although there is about 600,000 bushels in store at Galveston and about 450,000 in store at New Orleans.

"Another queer wheat incident on April 30 in a cash way was the sale by Duluth of 10,000 bushels No. 1 Northern wheat to go to Eastern millers by rail. In explanation of this it was said that the wheat was probably sold in the winter for May shipment, and, with lake steamers tied up by the strike, there is no way to do except to send it all rail."

A STRAIGHT TIP.

A prominent New York broker tells the following story at the expense of a Philadelphian:

Some time ago Mr. W. gave a dinner, and at it were several Wall Street operators. W. is always on the lookout for market tips. As a rule, he is rather cautious in his habits, but that night he dined a bit too freely, and awoke the next morning in a rather muddled condition. But he was perfectly clear on one thing.

Somebody had given him a tip to buy corn. Who gave him the information, W. could not recall. He knew nothing of corn, or any other grain. But he went ahead and operated in corn with a vengeance, bought 200,000 bushels, and the price began to climb. Then he bought more. The shorts got scared, ran to cover, and on the final jump W. covered and cleaned up \$80,000.

That night he hunted up his guests and tried to find the man who had given him such valuable advice, but in vain. W. was becoming worried. His coachman drove him home, and as he stepped from his carriage his man said:

"Excuse me, sir, but did you order corn? Last night you promised to buy forty bushels. We're clean out, sir."

He gave the fellow a \$1,000 bill, saying, "Buy the corn and keep the change."—New York Times.

The closing week of April went on record at Boston as one of the dullest for years in the exports of grain from that port. The total shipments amounted to only 77,038 bushels of corn, which cleaned up all the corn in the elevators here, and very little corn was expected to leave there for at least a month.

The labor war has again broken out among the grain handlers on the Pacific Coast. The Nome City having been loaded for San Francisco by the grain handlers at Portland, Ore., on her arrival at San Francisco, the ship was fined by the longshoremen of that city and the fine appropriated. In this manner the longshoremen of the two ports hope to control the loading and unloading of all vessels, and it is said that the "fine system" will be extended to every port on the Pacific Coast.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of April, 1904:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	54,887	185,495	.....	119,921
Corn, bushels.....	513,092	2,197,105	831,427	2,001,708
Oats, bushels.....	321,893	703,582	961	1,440
Barley, bushels.....	3,644	4,192	.....	184,285
Rye, bushels.....	33,798	268,648	.....	.....
Timothy Seed, lbs.....	1,613	2,161	.....	.....
Clover Seed, lbs.....	3,790	2,580	.....	.....
Hay, tons.....	6,102	6,469	1,717	2,515
Flour, bbls.....	151,550	291,210	125,600	309,355

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail. Navigation is not yet open.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	690,663	1,200,150	908,281	3,452,420
Corn, bushels.....	4,498,345	2,800,105	1,937,334	7,982,617
Oats, bushels.....	1,400,338	5,989,412	3,951,029	7,289,089
Barley, bushels.....	1,338,731	1,090,123	486,292	213,206
Rye, bushels.....	168,334	515,550	134,312	790,867
Timothy Seed, lbs.....	2,960,672	1,529,128	2,384,580	5,132,984
Clover Seed, lbs.....	749,907	110,659	518,490	321,635
Other Grass Seed, lbs.....	2,451,500	668,728	4,150,695	1,333,676
Flax Seed, bushels.....	122,611	223,123	21,808	48,859
Broom Corn, lbs.....	1,916,160	993,640	2,336,905	548,280
Hay, tons.....	19,549	14,881	1,028	1,133
Flour, bbls.....	671,355	616,679	651,634	579,612

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	170,588	175,709	156,401	176,871
Corn, bushels.....	811,902	487,955	412,035	349,198
Oats, bushels.....	290,732	407,192	157,375	230,808
Barley, bushels.....	47,899	68,900	72	6,124
Rye, bushels.....	38,396	34,557	19,371	29,091
Timothy Seed, bags.....	443	2,727	30	3,566
Clover Seed, bags.....	1,097	1,026	2,443	3,394
Other Grass Seed, bags.....	4,045	7,325	6,268	10,800
Malt, bushels.....	.....	.....	.....	.....
Hay, tons.....	9,933	10,621	5,531	5,421
Flour, bbls.....	111,029	126,935	81,007	81,282

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	99,088	121,117	12,679	20,290
Corn, bushels.....	338,317	313,541	73,476	139,347
Oats, bushels.....	335,532	274,325	62,063	64,131
Barley, bushels.....	176,974	135,117	13,724	10,020
Rye, bushels.....	18,042	44,430	26,675	52,587
Flour, bbls.....	25,500	22,400	15,400	16,700

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	540,692	441,452	30,972	2,326,548
Corn, bushels.....	.....	.....	.....	.....
Oats, bushels.....	53,227	125,869	73,308	714,450
Barley, bushels.....	109,388	21,651	27,437	351,435
Rye, bushels.....	20,692	24,838	.....	.....
Flax Seed, bushels.....	789,185	888,969	.....	1,003,253
Flour, bbls.....	241,565	452,730	52,425	297,350

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	192,720	940,640
Corn, bushels.....	386,195	281,744
Rye, bushels.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	1,132,206	2,045,600	978,300	1,988,800
Corn, bushels.....	649,800	1,444,000	900,000	1,290,400
Oats, bushels.....	248,400	553,200	147,600	390,000
Barley, bushels.....	17,000	.....	3,000	.....
Rye, bushels.....	12,000	16,000	4,800	4,800
Bran, tons.....	.....	800	.....	.....
Flax Seed, bushels.....	3,200	.....	.....	.....
Hay, tons.....	7,920	13,400	3,610	10,530
Flour, bbls.....	77,175	298,225	150,015	330,343
Feed, tons.....	.....	.....	57,000	115,400

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	405,380	291,900	106,170	73,596
Corn, bushels.....	50,250	48,450	260,670	273,270
Oats, bushels.....	522,600	469,300	445,270	683,660
Barley, bushels.....	683,050	619,400	522,419	681,020
Rye, bushels.....	56,800	70,400	11,120	101,100
Timothy Seed, lbs.....	232,525	196,990	364,930	217,055
Clover Seed, lbs.....	105,890	266,125	112,670	175,230
Flax Seed, bushels.....	15,300	14,400	.....	900
Hay, tons.....	1,404	1,473	21	160
Flour, bbls.....	77,175	298,225	150,015	330,343
Feed, tons.....	.....	.....	.....	.....

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	3,003,580	3,579,150	856,450	927,410
Corn, bushels.....	108,260	139,630	27,390	59,120
Oats, bushels.....	775,770	619,100	758,790	390,250
Barley, bushels.....	257,380	174,610	489,350	251,020
Rye, bushels.....	48,680	38,490	51,020	34,350
Flax Seed, bushels.....	290,920	431,350	261,950	209,390
Hay, tons.....	2,766	2,127	962	110
Flour, bbls.....	15,344	20,857	632,504	1,235,434

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	36,800	51,000	8,000	263,200
Corn, bushels.....	1,354,500	1,352,000	572,000	194,000
Oats, bushels.....	471,000	728,700	881,600	887,400
Barley, bushels.....	211,800	175,500	94,500	67,100
Rye, bushels.....	21,600	26,400	7,200	20,800
Mill Feed, tons.....	1,380	210	6,163	1,132
Spirits and Liquors, bbls.....	.....	.....	.....	.....
Syrups and Glucose, bbls.....	.....	.....	.....	.....
Seeds, lbs.....	30,000	150,000	30,000	30,000
Broom Corn, lbs.....	.....	30,000	105,000	45,000
Hay, tons.....	1,880	3,070	540	400
Flour, bbls.....	43,800	44,140	62,370	43,445

NEW ORLEANS—Reported by Fred Muller, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	71,540	1,741,412	392,549	1,417,721
Corn, bushels.....	112,036	1,013,510	322,492	1,084,819
Oats, bushels.....	224,000	581,000	567	688
Barley, bushels.....	.....	.....	.....	.....
Flour, bbls.....	32,415	50,312	79,179	107,306

PHILADELPHIA—Reported by Charles F. Saunders, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	113,274	291,617	.....	141,844
Corn, bushels.....	312,296	1,010,737	557,130	1,294,752
Oats, bushels.....	503,906	518,059	.....	.....
Barley, bushels.....	8,000	11,200	.....	.....
Rye, bushels.....	5,600	13,600	.....	.....
Timothy Seed, bags.....	.....	.....	.....	.....
Clover Seed, bags.....	51	4	.....	.....
Flax Seed, bushels.....	76,000	9,600	.....	.....
Hay, tons.....	8,530	7,260	.....	.....
Flour, bbls.....	230,414	369,316	188,248	270,135

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	339,300	1,194,300	2,365,960	2,682,655
Corn, bushels.....	810,900	1,595,900	1,510,090	1,860,155
Oats, bushels.....	919,350	1,790,100	907,490	1,444,275
Barley, bushels.....	98,000	90,000	25,270	21,880
Rye, bushels.....	11,700	48,660	26,375	145,535
Grass Seed, sacks.....	.....	.....	.....	.....
Flax Seed, bushels.....	.....	.....	.....	.....
Mill Feed, tons.....	.....	.....	.....	.....
Hay, tons.....	18,655	29,290	7,368	12,239
Flour, bbls.....	123,526	169,010	186,196	242,405

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	506,500	238,000	386,563	510,145
Corn, bushels.....	338,000	651,000	536,825	1,308,726
Oats, bushels.....	338,600	230,100	355,835	193,725
Barley, bushels.....	900	3,800	.....	3,041
Rye, bushels.....	2,200	11,900	11,090	15,085
Clover Seed, bags.....	5,091	2,485	16,594	13,535

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, May 7, 1904, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	169,000	375,000	241,000	54,000	.....
Boston.....	1,000	21,000	187,000	.....	.....
Buffalo.....	148,000	.....	.....	167,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Chicago.....	1,628,000	4,170,000	1,713,000	356,000	138,000
do. afloat.....	315,000	840,000	380,000	.....	.....
Detroit.....	87,000	26,000	46,000	6,000	1,000
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	3,976,000	12,000	2,081,000	124,000	631,000
do. afloat.....	475,000	.....	57,000	70,000	.....
Ft. William.....	4,601,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	499,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	76,000	72,000	21,000	.....	.....
Kansas City.....	421,000	216,000	45,000	.....	.....
Milwaukee.....	530,000	222,000	516,000	11,000	460,000
do. afloat.....	176,000	.....	.....	.....	60,000
Minneapolis.....	11,005,000	3,000	687,000	15,000	601,000
Montreal.....	259,000	111,000	223,000	2,000	54,000
New Orleans.....	132,000	121,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	581,000	202,000	617,000	156,000	355,000
do. afloat.....	74,000	.....	.....	.....	.....
Peoria.....	1,000	48,000	242,000	13,000	20,000
Philadelphia.....	50,000	4,000	209,000	.....	.....
Port Arthur.....	2,494,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
St. Louis.....	1,511,000	75,000	61,000	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	297,000	232,000	581,000	4,000	2,000
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	35,000	.....	11,000	.....	.....
On Canal.....	152,000	138,000	35,000	17,000	69,000
On Lakes.....	.....	.....	.....	.....	.....
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	29,693,000	6,897,000	7,983,000	995,000	2,399,000
Corresponding date 1903.....	32,446,000	6,210,000	6,302,000	1,102,000	1,261,000
Weekly Inc.....	.....	.....	.....	.....	.....
Weekly Dec.....	664,000	933,000	1,117,000	41,000	215,000

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A new elevator is being built at Laura, Ill.

J. H. Hawes will build a new elevator at Atlanta, Ill.

J. O. Linder is erecting a new grain office at Loxa, Ill.

The new Farmers' Elevator at Strawn, Ill., is now completed.

W. J. Stone will erect a new grain office at Ludlow, Ill.

Andrew Drohan's new elevator at Danvers, Ill., is now in operation.

W. E. Doan will erect a 20,000-bushel grain elevator at Griggsville, Ill.

J. L. Brainerd will build a new office near his elevator at Pawnee, Ill.

Inkster Bros. have built a new driveway at their elevator in Herscher, Ill.

It is said that the Campus Grain Co. may build an elevator at Cardiff, Ill.

W. C. Farley will, it is reported, go out of the grain business at Leland, Ill.

McManus & Gelling succeed W. W. Day in the grain business at Monica, Ill.

Oberhelman Bros. are building an addition to their elevator at Sublette, Ill.

Staley & Hitch have commenced work on their new elevator at Bondville, Ill.

Hersman & Wilgus are building a new warehouse, 36x50 feet at Mt. Sterling, Ill.

Farmers in the vicinity of Eylar, Ill., have organized a co-operative elevator company.

Mansfield & Co. of Stonington, Ill., expect to build a new and modern elevator at that place.

S. P. Townsley has succeeded the firm of Shinn & Townsley in the grain trade at Flora, Ill.

J. C. Beattie & Co. have rebuilt their grain office at Jackson, Ill., and put in new scales.

The Schneider Grain Co. of Assumption, Ill., has changed its name to Assumption Grain Co.

Shaw, Garner & Co. will install an improved Hall Distributor in their elevator at Rockport, Ill.

Thomas L. Rowe is reported to have sold his grain business and general store at Sunny Hill, Ill.

Work has been commenced on the Illiopolis Farmers' Elevator Co.'s new elevator at Illiopolis, Ill.

The Morris Grain Co. will install another improved Hall Distributor in its elevator at Morris, Ill.

The Farmers' Grain Co. of Galesville, Ill., is enlarging its elevator and putting in a new foundation.

The Middle Division Elevator Co. has just completed extensive repairs to its elevator at Colfax, Ill.

George Ritscher will increase the capacity of his elevator at Palmer, Ill., and install some new machinery.

Isaac Cole of Blocks, Ill., has ordered elevator machinery from the Weller Manufacturing Co. of Chicago, Ill.

The Shellabarger Elevator Co. has been making some improvements on its elevators at Forsyth and Maroa, Ill.

A. M. Applegate, Pearl, Ill., has purchased some elevator machinery from the Weller Manufacturing Co., Chicago, Ill.

Work has been commenced on the Farmers' Elevator Co.'s new elevator at Graymont, Ill. It is to be completed by July 25.

Bartlett, Kuhn & Co.'s new elevator at Lovington, Ill., is nearing completion. All the framework in the new house is of oak.

The New Holland Grain and Coal Co. of New Holland, Ill., has amended its charter to permit it handling lumber and stone.

The Beardstown Lumber and Grain Co. of Beardstown, Ill., has let the contract for the erection of its new elevator at Arenzville, Ill.

The R. F. Cummings Grain Co. has ordered machinery for its elevator at Chcbanse, Ill., from the Weller Manufacturing Co. of Chicago, Ill.

F. L. Kidder & Co. of Paris, Ill., have purchased from the Weller Manufacturing Co., Chicago, Ill., machinery for their elevator at Mays, Ill.

The grain firm of Quigg, Railsback & Co., Minier, Ill., is building a new elevator at Tazewell, Ill. The firm already has one elevator at Tazewell, but

more storage room was necessary. The machinery will be furnished by the Weller Manufacturing Co. of Chicago, Ill.

The Northwestern Elevator & Grain Co. of Peoria, Ill., will equip its elevator at Little York, Ill., with two improved Hall Distributors.

James Crumbaugh is again the owner of the Brooks Elevator at Leroy, Ill., having purchased it from Abel Brooks of Bloomington, Ill.

The work of rebuilding the Murray Elevator at White Heath, Ill., is progressing favorably. A force of twenty men is at work on the new structure.

Risser & Rollins of East Lynn, Ill., will erect a new elevator at Reilley Station, Ill., a point on the "Frisco" branch about six miles from East Lynn.

Morrison & Grindley of Champaign, Ill., have purchased some machinery for their grain elevator at Royal, Ill., from the Weller Manufacturing Co. of Chicago, Ill.

It is reported that Imhoff & Campbell will dispose of their grain business at Stanford, Ill. William Imhoff, one of the members of the firm, will engage in business at Danvers, Ill.

The Weller Manufacturing Co. of Chicago, Ill., has the order of the Reliance Manufacturing Co. of Indianapolis, Ind., for elevator machinery for the Monticello Grain Co. at Monticello, Ill.

The Merna Grain Co. has been incorporated at Merna, Ill., with a capital stock of \$2,500. The incorporators are John Kinsella, Patrick Kinsella, Daniel Gould, J. A. McAvoy and William Kinsella.

Henry Hannon has sold his elevator, cribs, etc., at Ivesdale, Ill., to the Ivesdale Grain and Coal Co., a farmers' organization of that place. The purchase price was \$8,750, possession to be given about the middle of May.

A farmers' elevator is projected at Franklin, Ill. A site has been bought and a company is being formed with a capital stock of \$6,000. C. D. Smith, J. W. Hayes, William Atherton and E. B. Crenshaw are interested parties.

The Thomasboro Farmers' Grain, Lumber and Coal Co., recently organized at Thomasboro, Ill., with a capital stock of \$10,100, has been granted a charter. George J. Babb, Cyrus E. Babb and Arzo A. Arms are the incorporators.

J. A. Moberly has purchased the interest of J. W. Moberly in the firm of Moberly Bros., grain and seed dealers at Windsor, Ill., and will continue the business under the style of Moberly & Co. Dean L. Moberly will have charge as manager.

A charter has been granted to the Pleasant Plains Farmers' Elevator Co. of Pleasant Plains, Ill. The company is capitalized at \$6,000 and will shortly commence work on the erection of an elevator. The incorporators are: C. E. Ferry, B. L. Purvines and C. D. Smith.

C. A. Dryer of Champaign, Ill., and N. M. Burt of Savoy, Ill., will build a grain elevator at Tipton, Ill., a new town in Champaign County, near St. Joseph, Ill. Both are experienced grain men. The machinery for the new elevator will be supplied by the Weller Manufacturing Co. of Chicago, Ill.

P. J. Costello of Decatur, Ill., has purchased Otis McNelly's elevator at Blue Mound, Ill., and has taken possession. Mr. Costello was formerly a grain buyer at Argenta, Ill. It is said that Mr. McNelly will take a rest after spending sixteen years in the grain trade. He recently sold his elevator at Stonington, Ill.

The safe in the office of H. J. Schuette & Son, grain, lumber and coal dealers at Pingree Grove, Ill., was dynamited by burglars at an early hour on the morning of April 26. The robbers secured about \$1,700 in money and several hundred dollars in notes. The force of the explosion wrecked the three-story building in which the safe was located.

William Riddell has sold his elevator and corn cribs on the Peoria branch of the Rock Island Railway at Sparland, Ill., to W. W. Dewey & Co. of Henry, Ill. Harry Dewey of Annawan, Ill., will have charge. Dewey & Co. operate elevators at Henry, Buda and Chillicothe, Ill. Mr. Riddell will retire from active business after many years spent in the grain trade.

It is understood that Bartlett, Frazier & Carington will soon let a contract for some 300,000-bushel steel storage tanks in connection with their new grain elevator now being constructed on the 3-1. Railroad at Kankakee, Ill. The main working elevator, of some 50,000-bushel storage room and thoroughly equipped with modern machinery, will be open for operation by the last of this month (May).

IOWA.

Hubbert & Son will build an elevator at Malcom, Iowa.

The Western Elevator Co. will build a flour and feed warehouse at Ringsted, Iowa.

George D. Wernli has sold his grain and coal business at Le Mars, Iowa, to N. Ogden of Cedar

Rapids and will locate elsewhere, probably at some point in the South. The new owner takes possession of the business about June 1.

W. C. Marsh, who recently bought the Savage Elevator at Adair, Iowa, has taken possession.

H. C. Jeffers has succeeded the firm of J. A. Kyle & Son in the grain business at Shenandoah, Iowa.

The Farmers' Co-operative Society of Dougherty, Iowa, will erect a 15,000-bushel elevator at that place.

The Way-Johnson-Lee Co. is installing gasoline engines in its elevators at Stilson, Titonka and Ventura, Iowa.

The feed and fuel firm of Groom & Worley at Pacific Junction, Iowa, has been dissolved, the latter succeeding to the business.

It is reported that a receiver has been applied for to take charge of the affairs of the grain and coal firm of Smith & Milligan at Grimes, Iowa.

Pearson & Hayton of Pierson, Iowa, have awarded the contract for the erection of their new 20,000-bushel elevator to L. O. Hickok of Minneapolis.

The Western Elevator Co. has been repairing its elevator at Primghar, Iowa, and making a number of improvements. A new roof has been put on the building and the cupola enlarged.

The organization of the Farmers' Elevator Co. of Stanhope, Iowa, has been completed and J. A. Johnson elected president; S. J. Cottingham, secretary, and Oliver Selaine, treasurer.

G. H. Barber has sold his elevator at Hawarden, Iowa, to J. J. Mulaney. Mr. Barber will continue in the live stock business at Hawarden and will also operate his other elevators as heretofore.

The Westbrook-Gibbons Grain Co. of Omaha, Neb., will rebuild its elevator at Oto, Iowa, which was destroyed by fire on May 2. The company purchased the house from P. G. Riedesel about two weeks before the fire. Fred Cline is manager at Oto.

The Iowa-Minnesota Cereal Co. has been incorporated at Mason City, Iowa, with a capital stock of \$100,000, and the following officers elected: President, T. A. Way; vice-president, T. F. Danaher; secretary, T. A. Potter, and treasurer, B. G. Mahen. The board of directors consists of the above-named and P. S. Reed, Charles Webster and M. W. Lee. The new company has purchased from Henry Rippe four elevators located at the following stations: Grand Meadow, Easton, Granada and Winnebago City, Minn., and from the Imperial Elevator Co. elevators at Traverse, Nicollet and Courtland, Minn. The Iowa-Minnesota Cereal Co. will buy and build more elevators in the near future.

MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator is talked of at Unadilla, Neb.

E. M. Brass is remodeling his elevator at Elba, Neb.

A. C. White is building a new elevator at Friend, Neb.

E. Boots is building a new elevator at Isabel, Kan.

It is said that a new elevator will be built at Page, Neb.

A farmers' elevator company may be organized at Valparaiso, Neb.

An addition will be built to the Farmers' Elevator at Benedict, Neb.

The Omaha Elevator Co. has closed its house at Waterloo, Neb., until next fall.

The Morrison Grain Co. will install a new boiler in its elevator at Chapman, Kan.

J. H. Currie is remodeling and improving his grain elevator at Bradshaw, Neb.

James Taylor has just completed a grain elevator and cornmeal mill at Auburn, Neb.

Harvey & Nicholas succeed G. W. Harvey in the grain business at Burlington, Mo.

Cooper & Linn of Humboldt, Neb., are building a new grain elevator at Sterling, Neb.

The Farmers' Elevator Co. of Vesper, Kan., has put in a new 200-bushel hopper scale.

At Friend, Neb., a farmers' elevator project is being agitated. A mill is also talked of.

William Rabe & Co. have succeeded to the grain business of William Rabe at Bremen, Kan.

John Arrington has succeeded to the grain business of Arrington & McClellan at Calista, Kan.

A branch of the Farmers' Co-operative Shipping Association has been organized at Walton, Neb.

Shaw, Garner & Co. will equip their elevator at Louisiana, Mo., with an improved Hall Distributor.

H. C. Hart contemplates remodeling and increasing the capacity of his grain elevator at Edgar, Neb.

The Hunter Milling Co. and the Wellington Milling & Elevator Co., both of Wellington, Kan., have each installed Fairbanks R. R. Track Scales

at their elevators. Both scales are of 80 tons' capacity.

P. H. Pelkey of Wichita, Kan., has completed a 10,000-bushel elevator at Waldo, Kan., for C. B. Hoffman.

W. H. Ferguson will erect a new elevator at Lawrence, Neb., on the site of the one recently burned.

The Kansas Farmers' Grain Supply Co. has been granted a charter at Seward, Kan., with a capital of \$10,000.

The Dillwyn Grain & Supply Co. has been incorporated at Dillwyn, Kan., with a capital stock of \$7,000.

It is reported that Kleitsch & Halmes, millers at Weeping Water, Neb., will build a new elevator this season.

The Farmers' Elevator Co. of Sutton, Neb., will make some improvements to its elevator and build a new office.

The Marshall Elevator at Weeping Water, Neb., is being torn down and a new one will be erected on the site.

Th Hayes-Eames Elevator Co. of Hastings, Neb., will, it is announced, transfer its headquarters to Lincoln, Neb.

The old elevator at Eudora, Kan., belonging to the Eudora Mills is being razed and a new one will be erected on the site.

A building permit has been granted to George M. Hauck at St. Joseph, Mo., for the erection of a small grain elevator.

An elevator will be built at Prairie Home, Neb., by the local branch of the Farmers' Co-operative Shipping Association.

The Farmers' Business Association of Campbell, Neb., has incorporated with a capital stock of \$8,000 and will build an elevator.

The Harroun Elevator Co. of Elwood, Kan., has bought some elevator machinery from the Weller Manufacturing Co., Chicago, Ill.

The Marquette Mill and Grain Co. of Marquette, Kan., has been reorganized with N. H. Ginder as a new member of the company.

The People's Elevator Co.'s new 10,000-bushel elevator at Valeda, Kan., is completed. P. H. Pelkey of Wichita, Kan., was the builder.

Bell & McCune have enlarged the cupola of their elevator at Stromsburg, Neb., installed new cleaning machinery and made other improvements.

The Silver Grain Co. of Morganville, Kan., is building a 22,000-bushel elevator at Agenda, Kan. P. H. Pelkey, Wichita, Kan., has the contract.

R. W. Nelson will build a new approach to his elevator at Bookwalter, Neb., and in addition will make needed repairs both within and without the building.

A. N. Vandell of Loomis, Neb., has sold his grain elevator at that place to the Loomis Grain and Milling Co. Mr. Vandell still operates his elevator at Atlanta, Neb.

The Farmers' Elevator Co. of Fullerton, Neb., recently incorporated with a capital stock of \$10,000, has elected J. W. Bennett, president, and John Orton, secretary.

The Weller Manufacturing Co. of Chicago, Ill., has sold a quantity of elevator machinery to the Barnett & Record Co. of Minneapolis, Minn., for Harroun Bros. of Harlem, Mo.

The Snell Mill and Elevator Co. of Clay Center, Kan., elected the following among other officers at its recent stockholders' meeting: President, A. A. Wixom; secretary-treasurer, L. K. Crandall.

A 10,000-bushel elevator has just been completed on the Union Pacific Railway at Damar, Kan., for the C. Hoffman & Son Milling Co. of Enterprise, Kan. It was built by P. H. Pelkey of Wichita, Kan.

The Missouri Valley Grain and Export Co. has been incorporated at Kansas City, Mo., with a capital stock of \$500,000. William Burke, W. H. Harroun, W. H. Stuede and others are the incorporators.

A charter has been granted to the Sterling Grain & Stock Co. of Sterling, Neb., and work on its elevator has been commenced. The company is a farmers' organization and has a capital stock of \$6,000. M. Curtain is president and William Kershaw, secretary.

The Wellington Mill & Elevator Co. of Wellington, Kan., has purchased machinery, power connections and materials for a large elevator from the Nordyke & Marmon Co. of Indianapolis, Ind. The new elevator will have a capacity of 100,000 bushels.

The Farmers' Grain Co. of York, Neb., has let the contract for the erection of its new 30,000-bushel elevator to the Younglove & Bogges Co. of Mason City, Iowa. The new house will be modern in construction and equipment and will be operated by electrical power furnished by the York

Light and Power Co. A roller feed mill will also be installed.

The Weller Manufacturing Co. of Chicago, Ill., has the order of P. H. Pelkey of Wichita, Kan., for elevator machinery for the Eagle Milling Co. of Newton, Kan., and the Rock Milling & Elevator Co. of Hutchinson, Kan.

The Cain Mill Co. of Atchison, Kan., has let the contract for the erection of its new elevator at that place. The elevator will be 35x35 feet in dimensions and 76 feet in height. It is to be completed by the latter part of June.

J. F. Twanley & Son of Omaha, Neb., will build a modern cleaning and transfer elevator in that city. The capacity of the working house is to be from 100,000 to 150,000 bushels. Besides this a number of steel storage tanks will be erected.

P. H. Pelkey of Wichita, Kan., has closed a contract with the C. Hoffman & Son Milling Co. for the erection of a 20,000-bushel elevator at Greensburg, Kan., and one of the same capacity at Wellford, Kan. The new houses will be of crib construction.

The Van Dusen-Harrington Co. of Minneapolis, Minn., has opened offices in Wichita, Kan., as headquarters for the line of houses recently purchased along the Rock Island in Kansas and Oklahoma. C. W. Lonsdale will be manager of the Wichita end of the business.

The Peavey Elevator Co. is building a 10,000-bushel elevator at Tyson Station, a crossing near Blair, Neb. It will be of crib construction and operated by a gasoline engine. A. C. Jones, the company's manager at Blair, will look after the new house, for the present at least.

Henry J. Arnold, proprietor of the flour mill at Sterling, Kan., has bought J. Hanna's 25,000-bushel elevator at that place. The elevator is located near the mill and Mr. Arnold will overhaul it and put it in operation. He will also build a flour and feed warehouse, 30x80 feet, between the mill and elevator.

A company of farmers has been organized at Bradshaw, Neb., to deal in grain, lumber, coal, etc. Articles of incorporation under the style of the "Farmers' Grain Company of Bradshaw" have been filed. The capital stock is \$25,000, no one stockholder being allowed to hold more than twenty shares, or \$400. Charles Broehl and E. H. Allen are promoters.

The Rock Milling and Elevator Co. of Great Bend, Kan., has commenced work on its new 75,000-bushel elevator at Hutchinson, Kan. The company has purchased a site on the Santa Fe right-of-way, which gives it 3,000 feet of trackage. The ground dimensions of the new elevator will be 40x60 feet. A brick engine room, 30x40 feet, will be erected about 25 feet from the elevator. Power will be furnished by a Monarch Corliss Engine. The elevator will be metal clad and equipped with modern machinery throughout. The cleaning machinery will be Eureka Cleaners and there will be five stands of elevators with 15x6-inch buckets. Each stand of elevators will be equipped with the Hall Distributor. A double power shovel will be installed and also a car puller. There will be two Day Dust Collectors, which will carry the dust to the furnace. P. H. Pelkey of Wichita, Kan., has the contract for the complete plant and is pushing the work very rapidly.

MINNESOTA AND WISCONSIN.

Ranney & Co. will build an elevator at Foxhome, Minn.

W. E. Coles is building a new elevator at Benson, Minn.

The Imperial Elevator Co. has sold its elevator at Traverse, Minn.

The Crown Elevator at Clitherall, Minn., has been closed for repairs.

The grain firm of Howard & Counsell at Chili, Wis., has been dissolved.

The Canton Grain Co. of Canton, Minn., will build an elevator near that town.

The new elevator of the Benson Roller Mills at Benson, Minn., has been completed.

A number of improvements have been made to the Van Dusen Elevator at St. Peter, Minn.

The Red River Milling Co. is building an elevator near its flour mill at Fergus Falls, Minn.

The Maynard Fuel, Lumber & Grain Co. will erect an elevator at Maynard, Minn., this summer.

Gillett & Cooper's elevator at Kerkhoven, Minn., has been reopened. Julius Jacobson is in charge.

The elevator at Lake Henry, Minn., which has been closed for some time, will be reopened shortly.

The Inter-State Grain Co.'s elevator at Holloway, Minn., was opened May 2. D. S. Cheadle is again in charge.

The New Richmond Roller Mills Co. of New Richmond, Wis., is building an addition to its upper elevator to provide room for new feed grinding

machinery, a corn sheller and additional elevator equipment.

The Hubbard & Palmer Co. closed its elevator at Luverne, Minn., May 1 and will not reopen it until August.

Farmers of Pennock, Minn., are agitating the co-operative elevator proposition and propose to erect a third elevator in that town.

The North-Western Elevator Co. will at once rebuild its elevator at Appleton, Minn., which was destroyed by fire a short time ago.

The Audubon Farmers' Elevator Co. of Audubon, Minn., is negotiating for the purchase of the Andrews & Gage Elevator at that place.

The New London Milling Co. of New London, Minn., has moved its elevator at Dassel, Minn., several feet to make room for a new switch track.

The Farmers' Elevator Co. of Kenyon, Minn., is building coal sheds, 16x70 feet, near its elevator and will handle fuel in connection with its grain trade.

The recently chartered Morgan Farmers' Elevator Co. of Morgan, Minn., is negotiating with the railway company for a site for its proposed 35,000-bushel elevator.

Reed & Hartz have built a commodious new lumber shed at Randolph, Minn., and will hereafter handle lumber in connection with the grain business at that station.

It is said that the Gary Farmers' Elevator Co. will probably operate its elevator at Gary, Minn., this season instead of leasing it to a line company as was done last year.

The Weller Manufacturing Co. of Chicago, Ill., has sold elevator machinery and conveyors to the Vilter Manufacturing Co. of Milwaukee, Wis., for the Patton Brewing Co.

The Kandiyohi Farmers' Union Elevator Co. has been incorporated at Kandiyohi, Minn., with a capital of \$10,000. John Wicklund and J. H. Carlin are among the incorporators.

James B. Watson and other business men of North Fond du Lac, Wis., a new station, are back of a movement to erect an elevator on the Wisconsin Central right-of-way at that place.

The elevator at Richdale, Minn., was closed May 1. It will be reopened about August 1 and in the meantime the agent, John A. Daiker, will take a vacation from the duties of grain buyer.

Articles of incorporation have been filed by the Farmers' Milling and Elevator Co. of Ellendale, Steele County, Minn. The capital stock is \$10,000. U. G. Jensen, G. E. Sloan, and A. E. Lageson are among the promoters.

A charter has been granted to the Amboy Grain Co. of Amboy, Minn., capitalized at \$10,000, to do a general grain business. The officers are: Thomas Randall, president; John H. Dredger, secretary, and Frank W. White, treasurer.

The Western Elevator Co. will handle flour and feed in connection with its grain business at Darfur, Minn. The company has purchased a building used by a local dealer for that purpose and moved it to a site adjoining its elevator.

The Duluth Elevator Co. has made a number of repairs to its elevator at Herman, Minn., and erected coal sheds. The company proposes to do a retail fuel business in connection with its grain trade. U. Welch will continue in charge.

Keonig Bros. & Meschke, owners of the Swanville Roller Mill at Swanville, Minn., will build a grain elevator on the mill property this season. It will be 24x30 feet in dimensions and 70 feet in height. A full line of cleaning machinery will be installed.

G. V. Dering has purchased from J. R. Wheeler Churchill & Sexton's warehouse on the Milwaukee tracks at Columbus, Wis. The present grain business will be continued by Churchill & Dering, who will handle wool, beans, flour, mill feed, etc., in connection.

The Wisconsin Elevator Co. of Roberts, Wis., has let the contract to L. O. Hickok of Minneapolis, Minn., for a new 30,000-bushel elevator and a brick office building to replace the elevator and office burned on February 27. The company is also putting in a new feed mill in its cleaning house at Roberts to replace the mill burned in the old elevator.

Judge Cray at Mankato, Minn., on May 3 declared the Amboy Elevator Co., a farmers' organization of Amboy, Minn., insolvent and appointed Charles W. Marks of that place receiver. The assets do not exceed \$500 and unsecured liabilities are nearly \$7,000. When the stockholders' liability law has been enforced it is expected that the claims will be paid in full.

The Lee & Gingery Co. of Sauk Center, Minn., is making extensive improvements on its elevator at West Union, Minn. A new gasoline engine has been put in and the capacity of the house is being increased by the erection of a new 15,000-bushel cribbed elevator at the end of the old building.

This will give the company a storage capacity of 30,000 bushels at that station.

An organization of farmers, under the style of the Farmers' Co-operative Elevator Association, is being formed at Hutchinson, Minn., to buy or build an elevator at that point. The company is to be capitalized at \$4,000. Sam G. Anderson Jr. is promoting the proposition. There are only eight elevators at Hutchinson now.

The Van Dusen-Harrington Co. of Minneapolis, Minn., operating a line of elevators in the Northwest, has purchased a string of fifteen elevators along the Rock Island in Kansas and Oklahoma and will erect six additional ones during the present season. A subsidiary company with headquarters at Minneapolis will be formed to operate the newly acquired houses in the Southwest.

CANADIAN.

An elevator will be built at Ponoka, Alberta, this spring.

George R. Holbrook has put in a large chop mill at Lacombe, Alberta.

The Northern Elevator Co. has opened a lumber yard at Newdale, Man.

T. Young has purchased an interest in the Farmers' Elevator at Wapella, Assa.

The Ogilvie Flour Mills Co. has closed its elevator at Lyleton, Man., temporarily.

Charles E. Hutchinson has purchased Hunter & Moore's elevator at Boissevain, Man.

T. Atkinson of Winnipeg, Man., has sold his grain elevator at St. Anne, Man., to the Western Elevator Co., Ltd.

The Fleming Farmers' Elevator Co. of Fleming, Assa., has given notice of dissolution to take effect two months after May 5.

The Miniota Lumber & Grain Co. of Miniota, Man., has been incorporated under the laws of the province with a capital stock of \$50,000.

The Canada Elevator Co. of Winnipeg, Man., has purchased the lumber business of J. S. G. Van Wart at Calgary, Alberta, and will operate it in connection with its elevator at that point.

Elevator and conveyor machinery for the Manitoba Brewing & Malting Co. has been purchased from the Weller Manufacturing Co. of Chicago, Ill., by the Vilter Manufacturing Co. of Milwaukee, Wis.

William Hope has just completed and opened for business a new 30,000-bushel elevator at Petrel, Man., on the Neepawa-Carberry extension of the C. N. Ry. A well-equipped chop mill was erected in connection with the new elevator.

The machinery has been installed in the Crown Grain Co.'s new 250,000-bushel elevator at St. Boniface, Man., and it is about ready for operation. It is the largest elevator in the province and is equipped with all the modern machinery for cleaning, drying and treating grain.

At the annual general meeting of the shareholders of the Montreal Grain Elevating Co., held at Montreal, Que., on April 28, the board of directors re-elected officers, as follows: A. T. Paterson, president; Alex. MacDougall, Robert Reford, Thomas A. Crane and Bartlett McLennan.

The Barnett & Record Co. of Minneapolis, Minn., has commenced work on the foundation of the Empire Elevator Co.'s 1,750,000-bushel terminal elevator at Fort William, Ont. E. R. Doe is superintendent of construction. The contract calls for the completion of the building in time to handle the new crop. It is estimated that 5,000 piles will be used in the foundation.

The grain elevator at Prescott, Ont., is being put in condition for active operations this season. It has not been in use for two or three years, but the new owners, being heavily engaged in the forwarding business, will operate the elevator at its full capacity during the coming season. The piers at either side of the elevator docks have been repaired and the entire dock put in good condition for loading vessels.

The John S. Metcalf Co. of Chicago, Ill., has commenced work on the Grand Trunk Railway Co.'s 1,060,000-bushel grain elevator at Montreal, Que. The concrete foundations were put in last summer, the site being on the harbor front on the south side of the Lachine locks near the canal entrance. The foundations cover a plot of ground 228 feet long by 85 feet wide. The house will be conveniently situated for excellent transportation facilities, both by rail and water. The concrete foundations will be brought up to the height of the flood-wall so as to insure a dry elevator from the ground up, both summer and winter. The bins of the new house will be of rectangular construction, strengthened with rods placed diagonally. There will be 132 bins, each 72 feet in height and ranging in capacity from 2,500 to 12,000 bushels. The elevator will be provided with ten legs, each with a capacity of 10,000 bushels, and one marine leg; thus canal craft, steamships and cars can be loaded or unloaded at

the same time. The capacity of this elevator will be 100,000 bushels greater than the Harbor Commissioners' new elevator. Work will be carried on as rapidly as possible during the spring, summer and autumn, and it is expected to have the house under roof some time next fall.

The Columbia Milling Co., Ltd., of Enderby, B. C., will build a 40,000-bushel elevator at Lethbridge, Alberta, and has asked the town council for exemption from taxation for a period of fifteen years and to furnish water at the cost of pumping. A by-law granting both requests will probably be passed by the rate-payers. The Columbia Milling Co. now operates two flour mills with a combined capacity of 400 barrels in British Columbia, and proposes to erect a 300-barrel mill at Lethbridge, Alberta, later.

Construction work on the Ogilvie Flour Mills Co.'s 500,000-bushel elevator at Fort William, Ont., is reported to be progressing favorably and the indications are that it will be ready in plenty of time for the fall crop. The new elevator will have the distinction of being the loftiest storage house on Thunder Bay. Above the concrete basement and the concrete hopper bottoms of the tanks, the steel bins will rise 90 feet, while the top of the cupola will look down upon the Kaministiquia River from a height of 185 feet above its waters. The area covered by the house will be 85x117 feet, including the car shed. The Macdonald Engineering Co. of Chicago, Ill., is the contractor.

EASTERN.

George P. Slate has discontinued the grain business at Hinsdale, N. H.

John Keasey & Son succeed H. S. Myers (agent) in the grain business at York, Pa.

S. Oater & Son have erected a new grain elevator at their mill at Rome, N. Y.

V. Mathes & Son have sold their grain and fuel business at Dover, N. H., to Edwin J. York.

The machinery has been installed in O. D. Prescott's new grain and feed store at Greenville, N. H.

The B. E. Nohle Co. succeeds to the wholesale grain business of B. E. Nohle at Springfield, Mass.

The Wellington Manufacturing Co. of Lititz, Pa., is erecting a grain elevator with a storage capacity of 50,000 bushels.

C. W. Williams has built an addition to his premises at Northfield, Mass., and will conduct a grain store in connection with his grocery business.

F. L. Burr & Co. have sold their grain, feed, fuel and grocery business at Ludlow, Mass., to the recently organized Burr Co. Possession was given May 4.

Carl Randlett has purchased the business of the Hartland Grain & Feed Co. at Hartland, Me., which has for some time been conducted by W. M. Vargelow & Co.

Robert M. Wright of Sanbornton, N. H., and John L. Twombly of Hill, N. H., have purchased the grist mill property at Hill and will do a general grain and feed business.

S. Valentine's Sons is the style of a new corporation in New York City, N. Y., capitalized at \$20,000, to deal in grain and flour. S. Valentine, P. C. Smith and Ed. P. Lyon are the incorporators.

The Cousins & Tucker Co. has been incorporated at Standish, Me., with a capital stock of \$10,000, to do a general grain business. Gideon M. Tucker is president and Stephen H. Cousins, treasurer.

George R. and Albion H. Doane have purchased the mill and grain business of the late Arthur J. Goddard at North Brookfield, Mass. The new owners have taken possession and will continue the business.

The firm of George I. Luce & Co. at New Bedford, Mass., composed of William R. Luce and George I. Luce, has been dissolved by mutual consent. The hay and grain portion of the business will be continued by George I. Luce.

The Osterburg Traffic Co. of Osterburg, Pa., has purchased a site in that town and will erect a three-story grain elevator. The above company was recently organized and proposes to develop the town as a shipping point for grain and produce.

At the annual meeting of the stockholders of the Durant & Elmore Co., grain dealers of Albany, N. Y., the following officers were elected; President, Edward A. Durant; vice-president, Edwin W. Elmore; treasurer, Gibson Oliver; and secretary, William S. Dyer.

The Dresser-Hull Co. has been granted a charter at Lee, Mass., and taken over the grain, coal and milling business of David Dresser and the grain and coal business of the Hull Grain and Coal Co. The new company is capitalized at \$15,000. C. E. and W. B. Hull will be connected with the new concern, but David Dresser will retire from active business after nearly half a century in the grain and coal trade. The capital stock in the new cor-

poration is held by business men of Lee and Pittsfield, Mass. The consolidation of the Hull and Dresser interests took place May 1, when the new company assumed control.

At the annual meeting of the directors of the Boutwell Milling and Grain Co., held at Troy, N. Y., the following officers were elected: President, F. E. Draper; vice-president, Frank E. Howe; secretary and treasurer, Hugh Galbraith; auditor, William C. Geer, and attorney, E. A. Akin.

Walter H. Sloan, Albert J. Morgan, Charles T. Neale and others have incorporated four grain companies as follows: The Chesapeake Grain Co. and the Fort Orange Grain Co., with a capital stock of \$50,000 each; the Cadillac Grain Co. and the Euclid Flour & Grain Co., capitalized at \$25,000 each, all at East Orange, N. J.

The Mutual Elevator Co. has taken over the Great Northern Elevator at Buffalo, N. Y. The transfer includes the warehouses and docks of the Great Northern Co. The property has a frontage of 1,478 feet on Ganson Street and the same frontage on the Blackwell Canal. The consideration named in the deed is nominal.

On the present site of the two-story frame office building of the Steelton Flouring Mill Co. at Harrisburg, Pa., four large steel storage tanks will be erected at a cost of over \$15,000. The tanks will each be 64 feet in height and about 24 feet in circumference and will each have a storage capacity of between 25,000 and 30,000 bushels. This will bring the storage capacity of the plant up to about 160,000 bushels. Work will be commenced as soon as the site can be cleared. The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., has the contract.

WESTERN.

The grain firm of Lucas & Paxton at Ukiah, Idaho, has been dissolved.

Gangloff & Snuffer have sold their grain, flour and feed business at Tillamook, Ore., to C. G. Peterson.

The Vollmer-Clearwater Grain Co. will install some additional machinery in its plant at Kendrick, Idaho.

The Chadbourne Warehouse Co. of Pleasanton, Cal., has sold its hay, grain and lumber business to the Hall Warehouse Co. of that city. Possession will be given June 1 and the combined business of both companies will be conducted under the name of the purchasing company. The property of the two companies consists of six large grain and hay warehouses and two lumber yards.

The Centennial Mill Co. of Spokane, Wash., has purchased the property of the Seattle Grain Co., consisting of a line of warehouses on the lines of the Great Northern, Northern Pacific, the Central Washington and the Spokane & Palouse railways. The price paid for the warehouses has not been given out. The Centennial Mill Co. recently increased its capital stock from \$300,000 to \$1,500,000. The stock is divided into 15,000 shares of \$100 each.

A dispatch from Lewiston, Idaho, states that the J. Alexander Co. has purchased Kerr, Gifford & Co.'s grain warehouse at Sweetwater Station, Idaho, and has also leased one-half of the Kettenhasch Grain Co.'s warehouse at that place. Manager T. S. Ward is quoted as saying that the Alexander Co. would operate the warehouse at Sweetwater hereafter, and that the organization of a company is in contemplation which will erect grain warehouses at every railroad station in the Clearwater country. This plan will probably be carried out next year. The grain business of Nez Perce County, Idaho, and Asotin County, Washington, during the past three years, has been handled almost entirely by the Vollmer-Clearwater and Kettenbasch Grain companies, independent dealers having gradually retired from the field. At present about the only independent dealers in that section are C. E. Wood at the Nez Perce tramway and Genesee, Idaho; Porter & Lawrence at Juliaetta, Idaho, and J. C. Bibb at Kendrick, Idaho.

The Gallatin Valley Milling Co. of Belgrade, Mont., has let the contract to R. C. Stone of Springfield, Mo., for the erection of its new elevator and storage tanks. The company has been compelled to use temporary warehouses for storing grain during the past six months. The new elevator will be erected near the mill and will be 100 feet in height and cover a ground space of 55x110 feet. The foundation and structural work will all be of concrete and steel, only a limited amount of lumber being used for bin partitions. Besides the main building, in which will be installed the machinery and all modern conveniences for handling grain, there will be six steel tanks divided into four bins each. In all there will be thirty-six bins, twelve of which will be in the main building, with a total storage capacity of 250,000 bushels. All the floors and tank bottoms will be of concrete. The main building will be provided with a passenger elevator for the use of the em-

ployes. The contract calls for the completion of the plant by September 1.

An order for elevator and grain carrying machinery has been placed with Nordyke & Marmon Co., Indianapolis, Ind., by the Portland Flour Milling Co. of Portland, Ore.

Charles H. Lilly has purchased E. F. Bogardus' interest in the grain, hay and milling firm of Lilly, Bogardus & Co. at Seattle, Wash. The business will be continued along the same lines as in the past and special attention will be paid to the export business. The firm operates a line of flour mills and warehouses as well as a system of docks and steamers to carry on its shipping business. It is said that Eastern capital will be interested in the business and another mill built.

SOUTHERN AND SOUTHWESTERN.

The Capital Grain & Feed Co. of Little Rock, Ark., has been dissolved.

Three elevators are being built at Goltry, Woods County, Okla., and a fourth is in prospect.

It is announced that Price & Schoffner will sell their grain business at Little Rock, Ark.

The Medford Supply Co. has succeeded Smith & Moss in the grain business at Medford, Okla.

The Pittman Roller Mills will build a 20,000-bushel steel storage elevator at Cleburne, Texas.

Jules Hirsch has sold his grain and fuel business at Houston, Texas, to O. C. Drew Jr. of that city.

It is announced that the firm of K. M. Niklas & Co., hay and grain dealers at San Antonio, Texas, has discontinued business.

The Louisiana Railway & Navigation Co. will, it is announced, erect extensive elevators, docks and terminals at New Orleans, La.

C. A. Love has ordered elevator machinery from the Weller Manufacturing Co. of Chicago, Ill., for elevators at Homer, Carmen and Avar, Okla.

The Ozro Grain Co. has been incorporated at Ozro, Texas, with a capital stock of \$5,000. J. H. L. Jackson, R. K. Erwin and F. B. Kenner are the incorporators.

J. C. Robb of Kingfisher, Okla., has sold his string of elevators located at Kingfisher, Cashion, Okeene, Hitchcock, Isabela and Watonga, Okla., to the State Elevator Co.

The Wichita Mill and Elevator Co. of Wichita Falls, Texas, is building 10,000-bushel elevators at Rhame and Munster, Texas. Moore & Richolt of Wichita Falls are the contractors.

The Pittman & Harrison Co. has been organized at Sherman, Texas, to continue the grain and seed business of Pittman & Harrison. A site has been purchased and a combined corn mill and elevator will be erected.

The Texarkana Mill & Elevator Co. has been organized at Texarkana, Texas, by Kentucky capitalists to build a 100,000-bushel elevator and a flour mill. A site has been secured and work will be commenced at once.

A territorial charter has been granted to the United Farmers' Coal and Grain Supply Co. of Kremlin, Okla. The capital stock is \$20,000, and the incorporators are: F. E. Murray, A. F. Neuman, A. L. Lincoln, E. A. Eby and J. M. Downie.

E. R. Taylor, formerly of Pine Bluff, Ark., and J. F. H. Wilson of Sheridan, Ark., have formed a partnership to engage in the wholesale grain and provision business at the last-named place. They have completed a warehouse on the Pine Bluff & Western right-of-way and will do business under the style of the Sheridan Mercantile Co.

P. H. Pelkey of Wichita, Kan., just closed a contract with the Rea-Patterson Milling Co. for the erection of four elevators, one to be built at Nowata, Ind. Ter., one at Delaware, Ind. Ter., one at Bartlesville, Ind. Ter., and one at Mound Valley, Kan. They will be built at once. These houses will be equipped with Lewis Gasoline Engines and Howe Scales.

The Daniel Joseph Co. has been organized at Columbus, Ga., with an authorized capital of \$100,000, and a paid-up capital stock of \$25,000, to take over the business of Daniel Joseph. The company will operate grain elevators and warehouses and do a general commission business. The officers are: Daniel Joseph, president; Hamlin Ford, vice-president, and Barschall Andrews, secretary.

Ground has been broken for the erection of the T. H. Bunch Co.'s new elevator and feed mill plant at Little Rock, Ark. There will be three buildings, a main elevator 100x60 feet and 154 feet high, a feed mill and a warehouse. The elevator will cost about \$100,000. The site for the new buildings is located between the tracks of the Choctaw and the Iron Mountain railways and switching facilities will be provided from both roads. The elevator will be equipped with modern machinery, including the pneumatic system for unloading grain. The establishment of this plant at Little Rock had been contemplated for several

months, but it was only recently that the deal for the site was finally closed. T. Howard Bunch is at the head of the enterprise. The Weller Manufacturing Co. of Chicago, Ill., will furnish the elevator machinery.

The J. Rosenbaum Grain Co. of Chicago, Ill., will, it is announced, erect a large grain elevator in Little Rock, Ark., as soon as a desirable site is secured. The plans for the new structure have not been made public, but it is understood that the building and equipment will cost about \$100,000. The company is now building a large elevator in Kansas City and has a string of houses along the line of the Rock Island Railway.

After being in operation continuously for more than fifteen years, the Chesapeake & Ohio Grain Elevator Co.'s elevator "A" at Newport News, Va., will be closed May 15. All the employees will be laid off, temporarily at least. The house did a good business for the first twelve years of its existence, but for the last three years there has been a gradual decline, due it is said to rate discrimination against that port. The elevator will be closed only temporarily, for according to the present plans it is the intention of the company to resume operations about July 1.

A press report from Nashville, Tenn., under date of May 7, states that the large grain elevator now being erected in that city by the Murphy Land Co., has been leased by the D. Rothschild Grain Co. of Davenport, Iowa, and the Hughes Grain and Elevator Co. for a term of five years. For this reason the capacity of the new house will be greater than was at first planned. The two companies will operate the elevator jointly. The D. Rothschild Grain Co. has opened an office at Nashville, with Albert Rothschild in charge as manager. The company proposes to make Nashville the headquarters of its Southern and Southeastern business. It is said that the D. Rothschild Grain Co. contemplates incorporating in Tennessee under a different name, so the operation of its Southern business will not conflict in any way with its Western business. It is also announced that the company will probably build an elevator of its own in Nashville when the lease of the Murphy Land Co.'s house expires.

THE DAKOTAS.

An independent elevator will be built at Flaxton, N. D., by A. A. Robinson.

De Laney Bros. Elevator Co. will erect a 40,000-bushel elevator at Ross, N. D.

The Dunseith Milling Co. of Dunseith, N. D., will erect an elevator at that place.

It is stated that an elevator may be built at Kidder, S. D., by Harry Schlusser.

It is reported that two elevators will be built at Surrey, N. D., in the near future.

The Davenport Elevator Co. has closed its elevator at Ward, S. D., for the summer.

Buege & Co.'s elevator at Parkston, S. D., will be equipped with an improved Hall Distributor.

It is announced that the Hubbard & Palmer Co. will construct a new elevator at Valley Springs, S. D.

The McCaul-Webster Elevator Co. has installed a new gasoline engine in its house at Rauville, S. D.

A movement is on foot to build a farmers' co-operative elevator and lumber yard at Omamee, N. D.

The Farmers' Mill and Grain Co. of Milnor, N. D., contemplates erecting an elevator at Gwinner, N. D.

The Crescent Elevator at Langdon, N. D., has been taken over by the Amenla Elevator Co. Agent Lilly will continue in charge.

The Atlas Elevator Co. will soon commence the erection of a 25,000-bushel elevator at Hitchcock, S. D. It will be of crib construction.

An organization of farmers to be known as the Farmers' Elevator and Supply Co. is being formed at Gary, S. D., to build an elevator.

The Drayton Milling Co. of Drayton, N. D., will make some improvements to its power plant and erect a 20,000-bushel grain elevator.

The Reliance Grain Co. will build an elevator at Fairview, S. D. It is said that another line company will also build an elevator at Fairview this summer.

The recently organized Farmers' Elevator Co. of Sherman, S. D., has elected L. A. Vadheim, president, G. A. Grant, secretary, and O. A. Hanson, treasurer. An elevator will be built.

A 50,000-bushel elevator will be built at Hope, N. D., by the recently organized Farmers' Elevator Co. of that place. The contract has been let to Honstain, Bird & Co. of Minneapolis.

Christopher Rempfer has sold his interest in the grain business at Parkston, S. D., conducted under the style of the South Dakota Grain Co., to Kayser, Doering & Schmierer. The consideration was

\$9,380. Mr. Rempfer will continue in the grain business and has let the contract for the erection of a 30,000-bushel elevator at Parkston.

Plans are being prepared for the erection of a 55,000-bushel fireproof elevator at Valley City, N. D. It will probably be of concrete construction and the machinery will be operated by electrical power.

The W. H. Stokes Milling Co. of Watertown, S. D., will increase the storage capacity of its elevator from 140,000 to 155,000 bushels. A new and larger engine will be installed in the power plant and the capacity of the mill will be greatly increased.

A stock company of farmers living in the vicinity of Colton, S. D., is being organized for the purpose of building and operating an elevator at that point.

The recently chartered Twin Brooks Elevator Co. of Twin Brooks, S. D., has secured a site for the erection of its elevator and construction work will be commenced at once. The company is a farmers' organization and is capitalized at \$20,000.

A farmers' elevator company is being organized at Bartlett, N. D., to build a 50,000-bushel elevator in time for handling this season's crop. The capital stock is to be \$10,000, divided into shares of \$25 each. There are already three elevators at Bartlett.

A company of farmers is being organized at Spencer, S. D., for the purpose of engaging in the grain business on the co-operative plan. They propose either to erect an elevator or to purchase one of the five houses already doing business at that point.

The recently organized co-operative elevator company at New Rockford, N. D., will be known as the Farmers' Elevator Co. of New Rockford, articles of incorporation under that style having been filed. The capital stock is \$10,000, divided into \$25 shares, and no stockholder will be allowed to hold more than ten shares. A. D. Tomlinson is president and S. N. Putnam, secretary-treasurer.

At Kindred, N. D., local farmers have organized and incorporated under the style of the Farmers' Elevator Co. to erect a co-operative elevator. The company is capitalized at \$8,000. B. H. Trangsrud is president; A. H. Bjerke, secretary, and Chris. Owen, treasurer. Frank Russell, who promoted the enterprise, will have charge of the elevator when it is completed.

OHIO, INDIANA AND MICHIGAN.

It is reported that a new grain elevator will be built at Steuben, Ohio.

The Vickery Grain Co. has installed a new car loader in its elevator at Vickery, Ohio.

F. A. Jenkins has succeeded to the grain business of Jenkins & Stryker at Norwalk, Ohio.

The Travis-Emmick Co. will rebuild its elevator at New Haven, Ind., which was recently destroyed by fire.

The Nordyke & Marmon Co., Indianapolis, Ind., has sold a lot of elevator supplies to Patten & Zike of Greensburg, Ind.

The La Rue Grain and Elevator Co. has succeeded the firm of A. M. Burke & Co. in the grain trade at La Rue, Ohio.

E. K. Sowash of Middletown, Ind., is said to be negotiating for the purchase of the Brumback Elevator at Hagerstown, Ind.

The C. W. Hartley Grain Co. of Goodland, Ind., recently gave its order to the Weller Manufacturing Co. of Chicago, Ill., for elevator machinery.

The Taylor Grain Co. has been granted a charter at Montmorenci, Ind., with Edward, Blanche and Florence Taylor as the incorporators. The capital stock is \$2,500.

A. H. Richner of Crawfordsville, Ind., has given an order to the Weller Manufacturing Co. of Chicago, Ill., for elevator machinery for Charles A. Phillippi, Bicknell, Ind.

Charles A. Phillippi's new elevator at Bicknell, Ind., is nearly completed. It has a concrete foundation. Mr. Phillippi recently succeeded to the grain business of the firm of Phillippi & Phillippi at Bicknell.

Goodsell & Son of Jasper, Mich., have sold their grain elevator at that place to Burt Porter of Weston, Mich. They have also disposed of their banking business at Jasper and will move to Toledo, Ohio, where they have other interests.

The Enterprise Grain and Milling Co. of Hartford City, Ind., has filed articles of incorporation with a capital stock of \$25,000. The company proposes to do a general grain and milling business. J. C. Adamson, Theodore Clapper, Pierre J. D. Larmoyeaux, J. K. Nold and Charles Rife are the incorporators.

The Union Elevator Co. has been chartered at Fremont, Ohio, with a capital stock of \$15,000. The incorporators are: L. S. McGormley, C. A. Foster, George Wehrung, A. F. Priece, R. G. Stull and George Stull. The new company was incorporated to take over the business of Cook & Stull,

including the coal yard and the new elevator now in course of construction.

The Muessel Brewing Co., South Bend, Ind., has given its order for elevator machinery and conveyors to the Weller Manufacturing Co. of Chicago, Ill.

H. C. Arnold and William Engeler of Bluffton, Ind., have purchased a site at Pennville, Ind., and will build a grain elevator. Mr. Engeler will have charge of the business at that point. Mr. Arnold has owned and operated an elevator at Bluffton for twenty-five years.

Willis Slauson has sold his interest in the Spencer-Slauson Grain Co. at Piqua, Ohio, to the other members of the company, Daniel Spencer and Melville W. Miller, who will continue the business under the firm name of Spencer & Miller. Mr. Slauson has taken over the Champion Feed Mills at Piqua, which were owned by Messrs. Spencer and Miller, and will operate the plant.

The Farmers' Grain Co. of Paulding, Ohio, has been incorporated with a capital stock of \$40,000, and has elected the following officers: Wm. Green, president and general manager, and A. M. Court-right secretary and treasurer. This company now controls the Cecil Grain and Elevator Co.'s business at Cecil, Ohio, the elevator at Knoxville, Ohio, and the Herzer Elevator at Paulding.

THE EXCHANGES

Memberships on the Chicago Board of Trade continue to decline, a recent sale being reported at \$2,950 net to the buyer.

The grain section of the Toronto Board of Trade has appointed a delegation to wait upon the Dominion Government in Ottawa and present the objections of the board to the proposed grain inspection act.

The direct wire between the Winnipeg Grain Exchange and the Montreal Corn Exchange is now in operation. The wire was inaugurated on April 11 with complimentary messages between the officers of the two exchanges.

The committee of the Boston Chamber of Commerce appointed to study the differential rate situation has voted to employ counsel to represent that body at the New York hearing before the Interstate Commerce Commission on May 18.

Amendments to the rules of the Chicago Board of Trade were adopted May 2, providing that margin certificates be deposited in the clearing house instead of the secretary's office, and changing the rate of commission for selling carload lots of wheat from 1/2 cent to 1 cent per bushel.

The grain committee of the Chicago Board of Trade, working with the inspection bureau, has employed a moisture-testing machine on corn which was thought to be graded too high. The results were so satisfactory that the committee will probably secure a machine for constant use.

The recommendation of the Chicago Board of Trade directors of Azariah Eddy and Cyrus Kendall for membership in the inspection appeals committee has been accepted by the warehouse commissioners. It is said that Mr. Eddy will take the place of John Mansfield. Mr. Kendall is already a member. J. E. Sheridan will continue to act on the committee.

The directors of the Chicago Board of Trade have for a second time reversed their position in the matter of admitting to membership applicants who were not financially able to buy their own certificates, an application that had previously been rejected being acted on favorably at a later meeting. The action was hardly a change in principle, however, as some of the directors who had taken the stand that members ought to do their own financing were absent from the second meeting, and the opposition was too small numerically to count.

King & Co. of Toledo say under date of April 30: "Toledo adopted a new rule yesterday. Boards of trade are organized to benefit their members as well as the trade at large. There are some tricky people who delight in trying to defraud. Any member who suffers from such can file a complaint with the board. The party will be given a chance to be heard. If proven guilty, the other members of the board will be prohibited from trading with or for them until the difference has been adjusted. There are some tricky seed dealers who are liable to be deprived of the privilege of making their hedges here, the only market where they can trade freely in futures."

AMENDED RULES AT DETROIT.

The Detroit Board of Trade has adopted the following amendment to Section 5 of Rule IV of the rules governing the grain trade:

"Section 5. On contracts of grain for future

delivery, the tender of a higher grade of grain than the one contracted for shall be deemed sufficient, provided, the higher grade of grain tendered shall not be of a color or quality that will depreciate the value of the other if mixed.

"Wheat sold for future delivery on and after May 2, 1904, unless otherwise specified, shall be known as 'Contract Wheat,' upon which seller shall have the right to deliver in 1,000-bushel lots, and in such proportions as may be convenient to seller. No. 2 Red Winter wheat, or (at a discount of five cents per bushel from contract price), No. 3 Red Winter Wheat, or (at a discount of three cents per bushel from contract price), either No. 1 White Winter Wheat, or Mixed White Winter Wheat, or Mixed Red Winter Wheat, subject, however, in all respects to the by-laws and rules established by the Board of Trade of the City of Detroit in force."

OPTION TRADING AT NEW ORLEANS.

The New Orleans Board of Trade opened its maritime branch office in the new Hibernia Bank and Trust Company Building on May 2, at which time trading in grain futures was inaugurated in the new office. The option department had been located at the Board of Trade Building, but it was deemed advisable to have the calls nearer the grain center where most of the offices are.

Commodious quarters have been arranged and fitted with blackboards, telegraph instruments and all other essentials. There will be two calls a day, except Saturdays, one at 10 a. m. and the other at 1 p. m. On Saturdays the morning call only will be observed. Some important amendments have been made to the rules, and the Chalmette, Westwego and Illinois Central elevators have been made regular houses.

AT MILWAUKEE.

Wallace M. Bell has been reelected president of the Milwaukee Chamber of Commerce Clearing Association. The other officers elected were: Vice-president, Frank S. Frost; secretary-treasurer, Andrew A. McCabe; director (for one year, to fill unexpired term of E. C. Wall, resigned), A. Flitzheim; directors (for two years), George Knowles, Frank Tegarden. The usual annual dividend of 10 per cent was declared and paid. Attorney George P. Miller of the Association explained the plan of the directors to place its stock in escrow with the Milwaukee Trust Company to keep outsiders from acquiring interests in the organization. After some discussion this plan was ratified, and most of the stock has been transferred to the trust company, certificates and proxies being issued in exchange.

President Sidney G. Courteen of the chamber has announced the appointment of the standing committees of the exchange and of the board of directors. They are in part as follows: Committee on membership—J. J. Crandall, F. W. Tegarden, C. W. L. Kassuba, H. J. Pauly, Clark Fagg. Supervisors of grain inspection and weighing—W. P. Bishop, O. Z. Bartlett, A. W. Goetz Jr., J. M. Riebs Jr., Julius Zahn. Supervisors of flour inspection—James McAlpine, L. Deetjen, E. B. Parsons, W. M. Anderson, W. H. Manegold. Committee on arbitration of grain and clover seed—J. J. Crandall, Louis L. Runkel, S. G. Courteen, L. Teweles, G. C. Holstein. Market reports—E. J. Furlong, Clark Fagg, G. C. Holstein. Rules and regulations—Clark Fagg, Robert Eliot, W. J. Langson. Transportation—Robert Eliot, Robert Nunnemacher, W. E. Waugh.

TO ESTABLISH A GRAIN SAMPLING DEPARTMENT.

On the recommendation of the directors, the members of the Chicago Board of Trade will vote on the adoption of the report of the joint committee on the establishment of a department of grain sampling.

The report recommends that the flaxseed inspection and registration department be preserved intact under the control of the department of grain sampling. Those now occupying the offices of official samplers temporarily are to be notified by the secretary of the Board not to issue Board of Trade official certificates of sampling of grain after May 31, and that their duties as official samplers shall cease at that time, their respective positions merely holding over under appointments for the year 1903.

The following regulations are included in the report: The board of directors shall appoint a committee of five members of the Board of Trade, who shall exercise general control over the department under the provisions of sections 1, 2, and 3 of rule IV. The committee shall appoint and fix the compensation of a chief grain sampler subject to the directors' approval, the chief sampler to furnish bond for faithful performance of all duties of his office. The chief sampler may employ such assistance as needed when approved by the department of grain sampling, the department to fix the compensation for such assistance. The department shall make monthly reports of all re-

ceipts and expenditures for approval by the directors. The charges for services by the department shall be uniform and net to all, and not to be changed without proper notice posted in the exchange room. The buyer or seller shall not be prevented from personally examining any car or cargo bought or sold under the rules, but official Board of Trade certificates cannot be given by the party thus examining, and any unofficial party inspecting grain shall not have the right to appeal to the grain committee unless the grain was loaded under the supervision of the official samplers. The fees to be charged are 35 cents per carload for wheat, corn and oats, and 25 cents per 1,000 bushels on grain loaded into vessels.

CORN EXCHANGE OF BUFFALO.

The Corn Exchange of Buffalo has filed its certificate of incorporation. The capital stock is \$30,000, in 300 shares with a par value of \$100. Business will begin with \$5,000.

The directors are: Riley E. Pratt, Charles Kennedy, Thomas J. Stofer, Leroy S. Churchill, Stephen M. Ratcliff, Stoner W. Yantis and Edgar T. Washburn. The directors have each subscribed for ten shares of stock. The others who have taken a like amount of stock are as follows: Harry M. Barker, Edwin M. Husted, Charles P. Wolverton, George Watkins, Otto G. Spann, George W. Bartlett, Ray M. Searle, Bernard J. Burns, Charles F. Rockwell, Millard P. Riley, W. G. Heathfield, Harvey D. Waters, John G. Heindol, H. C. Harrison, Charles Eckstein, Herman F. Keitsch, Fred E. McMullen, John A. Seymour Jr., Thomas J. O'Brien and William E. Townsend.

COMMISSION

D. G. H. Cushing has gone with Sickel, Roberts & Co., Chicago.

The dissolution is announced of the grain commission firm of Baldwin & Stone of Chicago.

The Pacey-Day Grain Co. has been incorporated at Chicago; capital stock, \$25,000; incorporators, Lincoln Pacey, W. W. Day and A. H. Pierson.

Lawrence McMasters, who had charge of the Chicago Board of Trade floor business for W. L. Beckwith & Co., went with Requa Bros. on May 1.

The A. H. Buschman Grain Co. has been incorporated at St. Louis to deal in grain, hay and seeds. A. H. Buschman, Wm. A. Rottman and F. W. Buschman are the incorporators.

W. Wiegand, who has been prominently identified with the foreign grain department of the Harris-Gates house in New York City for a number of years, has joined the Milmine, Bodman & Co. forces.

H. M. Paynter, manager of the cash grain department for Fyfe, Manson & Co., Chicago, left this city on April 28 with his wife, for a month's rest and pleasure trip in and about Southern California.

It is now announced that Erskine Richardson will not join the Harris-Scotten Co., but will remain with Richardson & Co., which corporation moved to 61 Chicago Board of Trade Building May 1.

S. Valentine & Sons is the style of a new house chartered in New York City with a capital of \$20,000 to deal in grain, flour, etc. Stephen Valentine, Percival C. Smith and Edward P. Lyon are incorporators.

Edward H. Bingham, who for eight years had been with Otto E. Lohrke & Co., Chicago, has severed his connection with that house and on May 1 engaged in the brokerage and commission business for himself.

The Henry Littlefield Co. has been organized at Portland, Me., to deal in grain. The capital stock is \$10,000, of which nothing is paid in. Henry Littlefield is president and George B. Littlefield, treasurer.

The Missouri Valley Grain and Export Co. has been chartered at Kansas City, Mo., with a capital stock of \$500,000, fully paid up. William Burke, W. H. Harroun, W. H. Stuede and others are the incorporators.

Wentworth Park Mackenzie, who has been the floor trader on the Chicago Board of Trade for Lohrke & Co. for some years, went with Sidney C. Love & Co., Chicago, on May 1. He will act in the same capacity.

The Chicago Grain & Elevator Co. of Chicago, Ill., has recently added a brokerage department to its cash grain interests at Des Moines, Iowa, and has opened an office at 419 1/2 Locust Street, under the management of H. M. Talcott, formerly with the Weare Commission Co. The company has installed the C. N. D. continuous quotation service and is in a position to give the best possible

service to parties contemplating the opening of investment accounts to deal in the commodities handled by the Chicago Board of Trade.

Martin Joyce, with the Nash-Wright Co., Chicago, was married on May 11 to Miss Irene Lawler of Chicago. They are spending their honeymoon in the South and expect to be at home to their friends in Chicago about July 1.

Edwards, Wood & Co., commission merchants and brokers of St. Paul, Minn., have incorporated with a capital stock of \$100,000. The incorporators are: L. A. Wood and R. H. Edwards of St. Paul and F. B. Wood of Minneapolis.

The C. A. Dayton Grain Co. of St. Joseph, Mo., has increased its capital stock from \$20,000 to \$50,000 and changed the number of its directors from four to three. Charles A. Dayton, Charles G. Benton and Henry Lichtig are the directors.

Arthur Knox Munson, an individual trader and broker on the Chicago Board of Trade, failed to clear on April 25 and asked to have his trades closed. His liabilities are reported to be small and the failure had no effect on the markets.

George M. Patch of Chicago, who was for twenty-two years with the old firm of Carrington & Hanna, and for several years a partner, has gone with Lohrke & Co. as manager of the Chicago office. Prior to making the change Mr. Patch was with Bartlett, Frazier & Carrington.

Eschenburg & Dalton of Chicago have a way of remembering their friends every spring by the presentation of some kind of useful souvenir. This year it takes the form of a key ring on which is the name of the recipient on one side and the compliments of the Chicago firm on the other.

Bartlett, Frazier & Carrington of Chicago have discontinued their Peoria (Ill.) branch for the present, at least, and closed the office in the Board of Trade building in that city. T. A. Grier is the Peoria representative of Bartlett, Frazier & Carrington and the special wire was transferred to his office.

The Hancock-Goemann Co., Chicago, is retiring from the commission business. The Hancock interests will be handled by Lippert & Co., a new organization. Joseph Lippert, head of Lippert & Co., has been with the Hancock-Goemann Co. a number of years, and will look after their interests in the future.

Porterfield & Co.'s grain and stock commission house in the State Life Building at Indianapolis, Ind., has been sold to C. F. Braulik & Co., who have taken over the business. Clarence F. Braulik, previous to his connection with Porterfield & Co., was with Harris, Gates & Co., Chicago. The business will be continued in the same quarters in the State Life Building.

Judge Kohlsaat, in the United States District Court on May 5, appointed Ulric King receiver in bankruptcy of the business and assets of the grain commission firm of Charles D. Snow & Co., 230 Rialto Building, Chicago. The action followed the filing of a petition alleging insolvency by Attorney S. A. Ettelson on behalf of creditors of the firm holding claims aggregating \$528.

The Harris-Scotten Co. has been incorporated at Chicago, Ill., with a capital stock of \$500,000. It will be remembered that John F. Harris and Samuel C. Scotten were general partners of the late firm of Harris, Gates & Co. and withdrew at the expiration of the term of partnership to go into the cash grain business. The officers of the new company are: Samuel C. Scotten, president; Joseph G. Snyder, vice-president; John F. Harris, vice-president; Theodore E. Cunningham, secretary and treasurer, and Charles M. Boynton, assistant secretary. The new corporation will occupy rooms 35-39 Chicago Board of Trade Building and have a branch office in Kansas City in charge of C. M. Boynton. The Harris-Scotten Co. has succeeded to the business of J. F. Harris and also to the elevator interests of Richardson & Co. in the Southwest along the Santa Fe system.

The commission firm of McIntyre & Marshall, one of the oldest houses in New York City, was dissolved on May 1 and is succeeded by two new firms, one of which is headed by Thomas A. McIntyre and the other by his partner, James G. Marshall. Associated with Mr. McIntyre in the new firm of T. A. McIntyre & Co. are Laurence T. Fell and John G. McIntyre, as general partners, and Charles W. Gillette of Chicago as a special partner. The present offices of Charles W. Gillette & Co. in Chicago will become the branch office of T. A. McIntyre & Co., the house of C. W. Gillette & Co. going out of business May 1. George B. Dresser, for the past three years the Rochester, N. Y., representative of E. C. Potter & Co. of New York City, will have charge of McIntyre & Co.'s Rochester offices. A general commission and brokerage business in grain, cotton, coffee, stocks, bonds, etc., will be done. The new house of T. A. McIntyre & Co. will clear its own trades in Chicago. The other new house, which is headed by James G. Marshall, will do business under the style of Marshall, Spader & Co. The general part-

ners are: James G. Marshall, Willard B. Spader, Thomas W. Moorehead, John Marshall, August M. Fay and Langdon B. Wood. Roland C. Nickerson is a special partner.

The Henry L. Goemann Grain Co. has moved its general offices from Chicago to Toledo, Ohio, and will make its headquarters in that city. The Toledo offices are at 519-520 The Spitzer. A branch office will be maintained in Chicago. The company has leased the elevator of the Ann Arbor Railroad at Frankfort, Mich., and will operate it as well as its house at Mansfield, Ohio. Henry L. Goemann, president of the company, was elected to membership on the Toledo Produce Exchange on May 5.

The Chicago Title & Trust Co. was recently appointed by Judge Kohlsaat as receiver in bankruptcy of the business and assets of the Weare Commission Co., which formerly had offices in the Old Colony Building, Chicago, and branch offices elsewhere. The action followed the filing of a petition in the United States District Court by the creditors, alleging insolvency. The company had no open trades in grain, having been practically out of business since January. The offices in the Old Colony Building were given up about that time. There are said to be no visible assets, although the company was capitalized at \$50,000 and its principal members were considered wealthy men.

Floyd, Crawford & Co., a New York commission firm which established offices in Chicago about a year ago, suspended business on May 9. The house is a member of the New York Consolidated Stock Exchange. A run on the New York offices, in part due to the recent failure of Woodend & Co., was said to be the direct cause of the suspension here. The firm had considerable grain business here and the open trades were said to be 2,000,000 bushels of wheat and small amounts of corn and oats. The debit balance was only \$1,100. The Chicago offices of the firm are in the Rookery Building. J. H. Summers, the local manager, said that the trades in Chicago were amply protected by margins and that no one would lose by them. The firm was suspended by the board of the New York Consolidated Stock Exchange pending investigation.

PERSONAL

Arthur Byers has taken charge of the Ries Elevator Co.'s house at Bricelyn, Minn.

Guy Lord is now manager of the B. F. Parrott Co.'s feed and grain store at Pittsfield, Mass.

William A. Beltz of Raymond, Minn., has taken a position in a A. Korthof's elevator at Casselton, N. D.

P. H. Murray, until recently a resident of Murdock, Minn., has taken charge of an elevator at Wahpeton, N. D.

Leo Harlow, a grain dealer of Clarion, Iowa, was recently elected a member of the city council of that place.

A. C. Stolte of Blue Earth, Minn., is now in charge of the Hubbard & Palmer Co.'s elevator at Garden City, Minn.

Harry Dewey has charge of the elevator at Sparland, Ill., recently purchased by W. W. Dewey & Co. of Henry, Ill.

Erick Erickson has taken the position of wheat buyer in the elevator at Brooten, Minn., made vacant by the resignation of Halvor Ellingson.

It is reported that H. D. Adams of Faribault, Minn., will take the management of the Sheffield-King Milling Co.'s elevator at Medford, Minn.

John Nelson has resigned as agent for the McCaull-Webster Elevator Co. at Louisburg, Minn., and is succeeded by a Mr. McCuen of Nebraska.

F. G. McLain is now in charge of the Santa Fe Elevator at Hazelton, Kan., and J. F. Gamble has charge of the house at that place on the Missouri Pacific.

Chief Supervising Inspector Smillie of Chicago was off duty for a week recently on account of illness. He has been a grain inspector for over forty years.

B. W. Countryman, who for some time has been the agent of the Peavey Elevator Co. at Spencer, S. D., has taken a traveling position with a harvester company.

George H. Pendleton, superintendent of the Cairo Elevator at Cairo, Ill., fell from a scaffold at the elevator on April 22 and sustained painful injuries about the head.

A. H. McKillip, who has been in the employ of the Minneapolis and Northern Elevator Co. for seventeen years, has resigned his position as agent at Hillsboro, N. D., where he had been located for the past three years, and removed to Cœur

D'Alene Idaho, where he will engage in the poultry business.

D. Haltey has given up his position as manager of the Harper Elevator at Norcross, Minn., and returned to his home at Northfield, Minn. He is succeeded by H. Sampers.

S. Nelson, who has acted as grain buyer for the Geo. C. Bagley Elevator Co. at Butler, S. D., for the past three years, has taken charge of that company's house at Summit, S. D.

M. G. Lines, who was wheat buyer for a number of years at Crystal, N. D., for the St. Anthony and Dakota Elevator Co., has gone to Spokane, Wash., for the benefit of his health.

A. H. Bush, who has had charge of the Neola Elevator Co.'s interests at Stillman Valley, Ill., for several months, has returned to his home in Iowa, where he has accepted a position. W. R. Tilton of Defiance, Iowa, has taken the position vacated by Mr. Bush.

Charles W. Lonsdale, for the past six years assistant manager of the Inter State Grain Co. of Minneapolis, Minn., has taken the management of the Home Grain Co., a new subsidiary company of the Van Dusen-Harrington Co. Mr. Lonsdale's headquarters will be at Wichita, Kan., and he has removed his family from Minneapolis to that place. He was to a large extent instrumental in organizing the new company which will operate a line of houses in the Southwest. Mr. Lonsdale has been associated with the Van Dusen-Harrington interests since 1891.

BARLEY AND MALT

The Canada Malting Co. has been granted a permit to erect a grain elevator at St. Henri, a suburb of Montreal, Que.

The Port Hope Brewing & Malting Co. of Port Hope, Ont., Canada, has increased its capital stock from \$100,000 to \$150,000.

Daniel D. Weschler of Erie, Pa., has been granted United States letters patent No. 758,227 on an apron for malt-turning machines.

O. W. Bosshard of Milwaukee, Wis., is now superintendent of the malting plant of the Lytle-Stoppenbach Co. at Jefferson, Wis.

A Waitsburg, Wash., report of recent date states that a field of barley is in head near that place. The field was sown early last fall to winter barley and lies on a south slope where it receives the full benefit of the sun's rays.

The Manitowoc Malting Co. will build a 300,000-bushel tile elevator as an addition to its plant at Manitowoc, Wis. The building will be of fireproof construction throughout. The contract was awarded to Geo. M. Moulton & Co. of Chicago, Ill.

The rebuilding plans of the American Malting Co. at Milwaukee, Wis., provide for the erection of a new elevator, malt house, engine and boiler house and compartment house, as well as the remodeling of the present malt house. The total cost of the improvements is now estimated at \$375,000. The plans of the architect provide for concrete floors and roofs, solid brick walls, steel construction for girders and beams and metallic window and door frames for all the buildings. The structures will be absolutely fireproof.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
March, 1903	9	\$	6
March, 1904	84		55
Nine mo. end. March, 1903.....	56,198		30,014
Nine mo. end. March, 1904.....	74,368		36,725
Exports—			
March, 1903	158,598		91,268
March, 1904	819,529		471,371
Nine mo. end. March, 1903.....	7,995,722		4,413,738
Nine mo. end. March, 1904.....	9,835,897		5,696,502

BARLEY MALT.			
Exports—			
March, 1903	15,809		12,148
March, 1904	52,752		35,986
Nine mo. end. March, 1903.....	260,720		189,999
Nine mo. end. March, 1904.....	315,698		227,657

The Nebraska Experiment Station has just published a report on tests of nineteen varieties of corn conducted for two years by fifty-nine farmers in various parts of that state. The object of the experiments was to ascertain which one of the various pure-bred varieties of corn is best suited to the localities in which the tests were made. The bulletin may be obtained free of cost by residents of Nebraska upon writing to the Nebraska Experiment Station, Lincoln, Neb., for Bulletin No. 83.

FIRES--CASUALTIES

The recent damage by fire to the Doggett Grain Co.'s premises at McKinney, Texas, was \$500, with \$300 insurance.

Charles R. Dolan's elevator at Verdon, S. D., gave way recently, allowing a large quantity of wheat to run out upon the ground.

The elevator at Roachdale, Ind., was burned on April 15. The fire was caused by a defective flue. The loss is about \$8,000, with no insurance.

J. H. Nye's hay and grain elevator at Brockton, Mass., was slightly damaged by fire on April 18. The fire started in the shoe factory of L. M. Reynolds & Co. near-by.

William Thexton & Co.'s grain warehouse at Millbrook, Ont., Canada, was burned to the ground on the night of April 26. About 2,000 bushels of grain were destroyed. The loss is estimated at \$2,500.

The grain elevator at Junction City, Kan., owned by Thomas Dixon, was burned on the afternoon of May 1. About 600 bushels of grain were destroyed. The loss is \$6,000. The building was insured for \$2,500.

The grain warehouse and feed store at Sullivan, Ind., owned by David Dudley was totally destroyed by fire on April 26. The origin of the fire is not known. The loss is about \$5,000, partially covered by insurance.

Elevator "B" at Fort William, Ont., owned by the Canadian Pacific Railway and containing 300,000 bushels of wheat, was destroyed by fire on May 12. The elevator had a storage capacity of 1,250,000 bushels and was valued at \$250,000.

The North-Western Elevator Co.'s elevator at Appleton, Minn., was burned on the afternoon of April 28. The elevator caught fire from flying sparks from a burning livery stable nearly half a mile away. There was a strong wind blowing at the time.

The Minneapolis & Northern Elevator Co.'s elevator at Willow City, N. D., was destroyed by fire on the night of May 2. The fire started in the cupola and had gained such headway before being discovered that it was impossible to save the building.

S. McInnis, formerly of Paisley, Ont., but employed on the Canadian Northern Railway Co.'s elevator at Port Arthur, Ont., fell from the top of the elevator on April 11 into the bottom of one of the grain tanks, a distance of 80 feet, and was instantly killed.

A serious conflagration at Hillsdale, Iowa, on April 24, which for a time threatened to destroy the entire town, burned the grain elevator and implement warehouse owned by J. H. Hopp. About 15,000 bushels of grain were destroyed. The fire is supposed to have been set by tramps.

M. H. Cushing & Co.'s grain warehouse at Middleboro, Mass., was wrecked by a freight train on April 25. The accident was caused by an engine pushing some cars off a blind track into the end of the building. After the cars were withdrawn the structure collapsed. It contained about 1,000 bushels of oats.

The Westbrook-Gibbons Grain Co.'s elevator at Oto, Iowa, was burned, together with its contents, at 10 o'clock p. m., May 1. The fire is supposed to have been caused by spontaneous combustion. The loss is about \$8,000. The company had bought the elevator from P. G. Reidesel about two weeks before the fire. It will probably be rebuilt.

Two boys, Lester Kermode and Alfred Boyd, aged 7 and 15 years respectively, lost their lives in P. S. Heacock's elevator at Falls City, Neb., on April 16. They were playing in a bin containing a large quantity of corn and the employees of the elevator, not knowing of the presence of the lads in the bin, started to load a car with the grain. The boys were smothered before their presence was discovered.

The Grand Trunk Elevator at Midland, Ont., was struck by lightning during an electrical storm on April 24 and burned to the ground. The grain boats Midland Queen, Midland King, Algonquin and Rosedale, lying near the elevator, were damaged. A man named L. F. Tremblay was caught under the falling timbers of the elevator and so badly crushed that he died within a few hours. The elevator burned so rapidly that nothing could be done to save it and the fire department turned its attention to saving the grain boats and near-by buildings. The destroyed building was erected in 1882 by the Midland Railway Co. and was enlarged about ten years ago. It had a capacity of 500,000 bushels. A number of improvements to the property had recently been made. The ele-

vator was owned by the Grand Trunk Railway Co., but was leased by E. P. Bacon & Co. of Milwaukee. It was practically empty at the time of the fire in anticipation of the opening of navigation. The amount of loss and insurance has not been learned.

The elevator at Rozel, Kan., owned and operated by the Rozel Grain Co., a local farmers' organization, was destroyed by fire of unknown origin on April 12. One of the officers of the company stated that the fire probably started from a hot journal. The elevator was built about two years ago at a cost of \$4,000. It will probably be rebuilt. The total loss is estimated at \$7,000, with \$3,500 insurance. M. K. Krider is president and C. R. Hammond secretary of the Rozel Grain Co.

A fire which started supposedly spontaneously about midnight on April 15 destroyed the elevator at Oxford, Neb., owned by H. P. Gupton and a cold storage house owned by an Omaha brewery. Mr. Gupton's loss is \$3,000, with \$1,500 insurance. The elevator owned by H. O. Barber & Son of Lincoln, Neb., was saved by tearing down the power house and a portion of the elevator building. Sparks from the burning buildings fell upon near-by structures, but a bucket brigade succeeded in confining the fire to the elevator and warehouse.

J. B. Snodgrass, proprietor of an elevator at Hillsburg, Ind., recently had a narrow escape from death. He was at work on the top of a chute when the machinery broke, allowing him to slide down into a dump into which ear corn was pouring from the bins above. As he started to slide down the chute he realized his danger and threw his hat out upon the floor. Two hours later the hat was discovered by the employees, and suspecting what had happened they at once took up the work of rescue. Mr. Snodgrass was found at the bottom of the chute covered by several hundred bushels of corn, but he had escaped suffocation and was not seriously injured.

The old Santa Fe Elevator at Independence, Kan., was destroyed by fire on the night of April 24. The charred remains of a man, supposed to be a tramp, were found in the ruins. The fire was discovered at about 8:30 o'clock p. m. The elevator was of frame, metal clad and was erected about 20 years ago. It was owned by the Santa Fe Railroad and had not been used for grain storage purposes for some time. At the time of the fire it was used as a warehouse for the Independence Paper Mill and contained about four carloads of wrapping paper. The loss on the building is estimated at \$3,500. Various causes are assigned for the fire, but it was probably set, either accidentally or otherwise, by the man whose remains were found in the ruins.

The large grain elevator at New Haven, Ind., owned by the Travis-Emmick Co. of Toledo, Ohio, was totally destroyed by fire at 4 o'clock a. m., April 22. The loss is in the neighborhood of \$15,000 and is partly covered by insurance. It is said that the greater part of the insurance was carried in the mutual companies. The fire started in the portion of the building used as an office and is believed to have been of incendiary origin. There had been no fire around the elevator for some time as it had not been in operation for several days. The burned elevator had a capacity of 50,000 bushels and at the time of its destruction contained about 2,000 bushels of corn, 2,500 bushels of wheat, 1,500 bushels of oats and 600 bushels of barley. John Travis was manager of the elevator.

At Mt. Vernon, S. D., four elevators and a warehouse were destroyed by fire on the afternoon of April 27, causing a loss of at least \$25,000. The fire started in the McMichaels warehouse and was discovered at about 1:30 o'clock p. m. The flames had gained such headway by this time that the efforts of a bucket brigade to extinguish them were in vain. The four elevators standing in close proximity to the burning warehouse caught fire one by one and burned to the ground. A special train from Mitchell, S. D., brought about 200 volunteers to the assistance of the town, but as there are no waterworks at Mt. Vernon it was impossible to save the elevators. There was a strong wind blowing and a number of other buildings caught fire but were saved by the bucket brigade. The elevator owned by the Truax & Betts Co. of Mitchell, S. D., contained about 5,000 bushels of grain. Their loss is \$6,000, partially covered by insurance. This elevator will be rebuilt, as will very probably all the burned houses. The Farmers' Elevator Co.'s house, of which George Carlson was manager, contained about 1,000 bushels of grain. This company's loss is estimated at about \$5,000, with \$2,700 insurance. The Farmers' Elevator was covered with corrugated iron, but caught fire at the driveway, which was open. The Reliance Elevator Co.'s loss is estimated at \$3,000. There was no grain in this elevator. The loss of the Hunting Elevator Co. is estimated at about \$7,000. This company's elevator contained 6,000 bushels of wheat. The flat warehouse in which the fire started was leased by the Mt. Vernon Milling Co.

A quantity of property owned by the Mt. Vernon Creamery Co. and valued at \$2,500 was stored in this building. The milling company lost three carloads of wheat and its loss is estimated at about \$1,000. The Mt. Vernon Milling Co.'s mill caught fire several times from the flying sparks, but a man on the roof with the mill hose kept the building from burning.

HAY AND STRAW

A report from Ludington, Mich., states that hay is very scarce there.

Redman & Warren succeed Carson & Shepherd in the hay trade at Peru, Ind.

It is reported that a great deal of hay is being haled in the vicinity of Granada, Colo.

Abel Bros. of Cleveland, Ohio, are building a 100-car hay warehouse on the B. & O. right-of-way in that city.

E. W. Kenerson & Co., hay and grain dealers of Worcester, Mass., have opened a second store in that city.

An involuntary petition in bankruptcy is reported to have been filed against Fred J. Hinrichs, a Chicago hay dealer.

Haying is now going on in the vicinity of Phoenix, Ariz. It is said that a fairly good crop is being harvested.

Fire at Ashland, Ohio, recently destroyed a hay shed owned by John Steltzer, which contained 200 tons of baled hay.

Hay of good quality is scarce at Rochester, N. Y. Said to be plenty of low grade and no grade on the market at that point.

A warehouse at Falling Waters, W. Va., filled with haled hay, was burned on April 20. John Stehley was the owner.

Hay receipts at Pittsburg, Pa., on April 25 were 115 cars. This is said to be the largest number of cars received any day this season.

Wolff & Lehman's warehouse at St. Paul, Minn., was damaged by fire to the extent of about \$1,000 recently. Nearly 100 tons of hay were destroyed.

The Baltimore Chamber of Commerce hay and straw quotation committee for the current month are: James T. Clendenin, John H. Irvin and Daniel Rider.

V. A. Small will continue the hay and feed business at East Boston, Mass., which was established about thirty-two years ago by his father, the late J. H. Small, who died the latter part of March.

The price per ton on hay for use in the Philippines, recently quoted to the Quartermaster's Department of the U. S. Army, was \$22.30 delivered at Portland, Ore. The specifications call for hay compressed to a density of 82 cubic feet per ton.

In response to a request from the American Board of Trade in Berlin, Germany, Secretary Woodhead of the Beaumont (Tex.) Chamber of Commerce has arranged to forward a bale of rice straw, which will be experimented with in the manufacture of cigarette paper and other fine grades of rice paper. If the experiments prove successful a new demand may be created for one of the by-products of the Texas rice industry.

A press report from Ogdensburg, N. Y., under date of May 5, says: "Special Treasury agents having headquarters in Ogdensburg who have been investigating entries of hay and other goods paying a specific duty brought in at points along the northern border, have found about 2,000 cars of hay short of duty, amounting to \$8,000. The fraud was perpetrated by entering the hay at less than its actual weight. Hay, dutiable at \$4 a ton, was entered as straw, paying \$1.50 duty. Straw was put in the car doors to deceive the officers."

A number of instructions to hay shippers have been promulgated by the St. Louis Hay Receivers. A shipper who follows the rules as laid down will enable the receiver to handle his hay with greater satisfaction to both parties. The rules are: "First: Load cars with hay of uniform grade, whenever possible, even if it is a little inconvenient and costs a little more. This will do away with rejections, and when sale is made it will go through. Second: Let the hay at car doors be a true and just sample of all the hay in the car. Third: When it is impossible to follow Rule 1, and it is necessary to load more than one kind of hay in a car, let the doors show each kind of hay in car, and advise consignee at once how many bales of each kind are in the car. Fourth: In order to aid in selling the hay, always send consignee number of bales in each car and total weight, giving car number and initial." The fifth rule, which is of interest only to shippers to St. Louis, is as follows: "When cars can come into St. Louis and East St. Louis over

two or more roads, have bill of lading show routing, so consignee will know where to look for car." The other rules are of value to shippers in any market. The St. Louis Hay Receivers have the following to say of loose hay: "As the railroads charge the shipper freight on all hay in the car, do not load any bales with one wire broken, as all loose hay is unsalable and is left in the car. The shipper not only gets nothing for it, but also loses the freight on it."

T. D. Randall & Co., Chicago, report, May 11.—Total receipts of hay and straw to-day, 31 cars. Market in very good shape, buyers are taking hold of all grades of both Timothy and Prairie Hay more readily than they have for some time. Advices are extremely light and we rather look for a little better market. Choice Timothy Hay quotable to-day at \$13.50 to \$14.50, to bring \$14.50 it must be very nice and in small bales. No. 1 \$12 to \$13. No. 2 and No. 1 Clover mixed \$10.50 to \$11.50. Illinois and Indiana feeding Prairie Hay \$7.50 to \$8.50. Packing Hay \$6.50 to \$7. Rye Straw firm at \$15 to \$15.50 for Choice, medium grades \$12 to \$13. Oat or Wheat Straw \$9 to \$9.50. Choice South Western Prairie Hay firm at \$11. No. 1 \$10 to \$10.50, lower grades \$8.50 to \$9.50. We cannot urge you too strongly to take advantage of present market, as there is no doubt when corn planting is over we will have more hay on the market and prices will be lower.

H. H. Freeman & Co., in their market letter of May 11, say: "Indications point to continued firm markets for some days to come. The hay, which was baled and in readiness to move quickly, has come forward and farmers are now, and will be for some time, busily engaged plowing and seeding corn. We generally have an inrush of hay between oat seeding and corn planting. This season the spring is late and farmers have gone from one to another without taking time to move much hay. Prairie—Market steady; receipts light. Demand and conditions remain the same. Buyers taking a fair hold on the good grades of Kansas upland. State hay, both feeding and packing, are wanted. Medium grades of western is only in moderate supply. Market is well cleaned up, and we urge you to get your shipments in and disposed of. The demand for old hay will be very light, after the new begins to arrive. We urge you to get your shipments on the market and believe prices are higher now than they will be later on this crop."

A recent report from Pittsburg, Pa., in regard to the hay situation in that city, says: "There seems to be no abatement in the demand for hay, and notwithstanding arrivals continue liberal, there is no accumulation and for the better grades bull prices are still being realized. The demand keeps up remarkably well, which may be attributed to the fact in large part that it is still the cheapest feed on the market. It was expected that the movement in first hands would fall off as soon as the farmers became engaged in putting in their spring crops, in connection with the fact that the country roads were and are still in bad condition, but the movement has kept up right along and it is evident the crop of last year must have been a good deal above the average. It has been reasonable in price, since early in the winter the cheapest feed on the market, the effect of which has been to cause an unusual demand. Owners of live stock, horses and mules in particular, have fed more hay during the past winter probably than ever before for the cause noted. Pittsburg dealers generally report that they have handled more hay than ever before."

The St. Louis Hay Dealers' Association and the feed dealers of that city have been quarreling over the question of the rules governing the sale of hay as laid down by the hay men. The feed men claim that the hay dealers are endeavoring to dictate to them the manner in which they shall purchase their supplies. The hay dealers have issued a green ticket with the following rules printed thereon: "Buyers of a car of hay after sale is consummated, and order given, must take all the hay in the car, except such hay as should be unmerchantable. If any hay in the car is of different grade from that shown in car at time of purchase, buyer is to take and pay for hay equal to that shown in car door at purchase price. Any hay in car not equal to that shown in car door, buyer is to take and pay for at market value, according to quality, on day of original sale, provided such hay is not unmerchantable; such price to be settled between buyer and seller. If such settlement between buyer and seller is impossible, then at such price as arbitrators may settle upon. Said arbitrators to decide whether hay is merchantable or not. The buyer shall pay all car service charged by the railroad that may accrue after forty-eight consecutive hours from 7 a. m., the day of purchase." The feed dealers have hotly resented these rules and refuse to abide by them. They threaten to make their purchases in the country hereafter, and refuse to do business with the Hay Dealers' Association until the rules are amended. This the hay men say will not be done. The effect on the hay business in St. Louis

has not become marked as yet. The trouble has become known as the "green ticket controversy" on account of the color of the cards on which the rules are printed.

A dispatch from Washington, D. C., dated May 6, states that Secretary Wilson has issued an order prohibiting the importation of hay and straw from Continental Europe. The order says that, on account of the danger of the introduction of foot and mouth disease by contagion, the importation of these products from any country of Continental Europe, or where they have been transported through any such country, shall be prohibited. The order is not to be construed as forbidding any vessel carrying sufficient straw and hay for food and bedding for animals, provided they are the product of a country not affected by this order. A prominent New York hay dealer, who was interviewed on the subject of Secretary's Wilson's order, is quoted as follows: "This order will have little effect on American trade in hay and straw, so far as New York is concerned, at least. There is practically no hay received here from Europe at the present time. I believe some other Atlantic Coast ports do receive a little. The straw business will probably be affected temporarily, from the fact that rye straw is being imported from Holland and Belgium at the rate of 3,000 bales a week, and is sold below the market price of domestic straw. It is only a temporary trade, however, due to the present scarcity of straw in this country, and there is prospect that another season will see such an abundance of American straw that the foreign article could not compete."

REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past three weeks, according to the Daily Trade Bulletin, were as follows: During the week ending April 23, quotations at the close ranged as follows: Choice Timothy, \$14.00@14.50; No. 1 Timothy, \$12.50@13.00; No. 2 Timothy, \$10.50@11.50; No. 3 Timothy, \$8.50@10.50. Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$7.00@7.50; No. 4 Prairie, \$5.50@6.00. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$9.00@15.00 for fair to choice Timothy, \$9.00 for Clover Mixed, \$6.50 for Clover Hay, \$6.50 for State and \$7.50@10.50 for Iowa, Kansas and Nebraska Prairie Hay. Rye Straw sold at \$4.50 for hot and Oat Straw at \$6.50. The receipts for the week were 3,807 tons, against 5,026 tons for the previous week; shipments for the week were 158 tons, against 34 tons for the previous week. The arrivals of Timothy were quite small during the week and a good local demand existed. Prairie Hay was quiet and the demand fair.

During the week ending April 30, quotations at the close ranged as follows: Choice Timothy, \$14.00@14.50; No. 1 Timothy, \$12.50@13.00; No. 2 Timothy, \$10.50@11.00; No. 3 Timothy, \$8.50@10.50. Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$7.00@7.50; No. 4 Prairie, \$6.00@7.00. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$8.00@15.00 for poor to fancy Timothy, \$6.00@7.50 for State and \$8.00@10.50 for Arkansas, Kansas and Nebraska Prairie Hay. Straw was in good demand and light supply and prices higher. Rye Straw sold at \$11.00, and Oat Straw at \$6.50@7.00. The receipts for the week were 4,238 tons, against 3,807 tons for the previous week. Shipments for the week were 161 tons, against 158 tons for the previous week. A quiet and steady market was experienced for both Timothy and Prairie Hay. Medium and common grades were a little slow.

During the week ending May 7 quotations at the close ranged as follows: Choice Timothy, \$14.00@14.50; No. 1 Timothy, \$12.50@13.00; No. 2 Timothy, \$10.50@11.00; No. 3 Timothy, \$8.50@10.50. Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$9.00@10.00; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$7.00@7.50; No. 4 Prairie, \$6.50@7.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$9.00@14.00 for fair to choice Timothy, \$8.00 for Wisconsin, and \$7.50@11.00 for Kansas and Arkansas Prairie Hay. Straw was in good demand and scarce. Rye Straw advanced \$2.00@4.00 per ton and sold at \$10.00@15.00. Oat Straw sold at \$6.50@7.25. The receipts were 3,512 tons against 4,238 tons for the previous week. Shipments for the week were 248 tons, against 161 tons for the previous week. The arrivals of Timothy Hay were a little larger and the demand only moderate during the week. Prairie Hay ruled firm. The demand showed some improvement and the offerings were rather small. Prices advanced 50 cents per ton.

Texas roads will give reduced rates to Fort Worth on account of the Grain Dealers' Association convention, on the certificate plan, sale beginning on May 19.

CROP REPORTS

It is claimed that much wheat in Pennsylvania has been frozen out.

Grain and hay crops in California have been helped by good rains.

Corn planting in Kentucky is from two weeks to a month late. The state report places the wheat condition at '60.

Seeding of oats in North Dakota is well along, following wheat where the ground dried off early. The prospect is good.

Reports from many Texas points indicate that good rains have fallen pretty much all over the state. As a result corn and oats prospects have improved.

According to the report of the Arkansas weather department dated May 2 corn planting is well advanced and the early planted is coming up; the stand is only fair and considerable replanting has been necessary.

Pessimistic reports on the Indiana wheat crop are general. State Statistician Johnson says the crop will not be over 40 per cent of a normal one, basing this estimate on reports from 900 townships. Oats sowing is backward.

The Burlington's Nebraska crop report says wheat is generally in good condition, though still growing slowly on account of cool weather. From 60 to 80 per cent of the plowing for spring grain has been done and the seeding is practically finished.

The Kansas state report says that corn has progressed where the ground was dry enough; the early planted is coming up in some sections and cultivation has begun in the extreme south. Oats are improving, but, owing to cool weather, not as rapidly as desired.

The Midland Elevator Co. of Kansas City has issued a bulletin summarizing crop conditions at its stations on the Union Pacific in Kansas. The reports show a promising prospect for wheat at every station except one, which is in the extreme western part of the state.

The Michigan state report on the condition of winter wheat on May 1, forwarded by C. A. King & Co. of Toledo, announced that 23 per cent of the area had been plowed up, with the balance showing a condition of 54, compared with 79 on April 1, 90 on May 1, 1903, and 87 on July 1, 1903.

A special crop report issued by the Wisconsin state board of agriculture says that information received leads to the conclusion that not more than one-half of the small grain crop—wheat, barley and oats—had been planted on May 1, and much of the land to be given to these crops was still unplowed.

Jones says: "The winter wheat crop is in such a condition that by June 10 it can go to pieces if the weather is not right up to that time. The sensation will come from Indiana, Ohio and Michigan. The state figures will not be low enough, because farmers report 40 per cent of condition, when in many instances it should be 10 to 20."

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, has just made a trip through the southern part of the state and says that on the west line of Harper County to Sumner, Sedgwick, Harvey and Reno, some of the banner wheat counties of the state, the crop is in first-class condition, promising a larger yield than that of last year.

From Manitoba the Canadian Pacific reports about the most optimistic opinions that come from any section of North America. The Western Grain Dealers' Association figures on an acreage of 3,700,000 in wheat, or an increase of about 15 per cent. The Winnipeg Board of Trade is even more cheerful in its hopes, estimating that the Southwest and Manitoba will produce this year about 80,000,000 bushels of wheat.

The Iowa state report for the week ending May 9 says that very satisfactory advancement has been made in plowing and preparing ground for corn, and reports from all districts indicate that a considerable acreage has been planted under very good conditions of soil. The bulk of the corn area is likely to be planted earlier than in recent seasons, and the acreage will be increased. Oats and other spring grain crops are making a fairly good stand.

According to the Minnesota report, issued May 4, the soil has dried rapidly, and on all but the level lands of the Red River and lowlands elsewhere, the soil is in splendid condition for seeding. No seeding has been done so far in the Red River Valley, but wheat seeding has been going on in the latter part of the week on the higher lands east of the valley as far north as northern Kittson County. In central and southern parts of the state wheat and oat

seeding is rapidly nearing completion, and some barley has been seeded in southern and southeastern counties. Early sown wheat and oats are beginning to come up nicely. Plowing for corn, flax and barley is going on in the south.

J. W. Arrasmith, state grain inspector for Washington, said recently: "I have never known the prospects for a big yield of grain to be as good at this season as they now are. The weather for the past month has been ideal for giving grain a good start, and spring sown grain is growing rapidly, while fall sown wheat is the best I have ever seen on May 1. No wheat was winter killed. The acreage of wheat this year is the largest the state has ever had."

The Ohio state report, dated May 1, places the wheat condition 14 points lower than on April 1, making the present condition 47 per cent below a fair average condition. The weather conditions have seriously interfered with plowing, and spring crops will be late going in. Some of the plowed-up wheat fields have been seeded to oats, and a great deal will be planted in corn. The oats area of last year, as returned by township assessors, was 1,232,633 acres, which was above the average area for the past ten years. This year's area of oats, as estimated from the returns of crop correspondents, shows 101 per cent as compared with last year. This estimate is undoubtedly too low, as many correspondents have very likely only reported upon the crop that was in, without taking into account the crop that will yet be put in late.

The weather bureau's weekly summary states that corn planting is now in operation under favorable conditions throughout the northern portion of the corn belt. In Nebraska, Kansas and northern Missouri, however, planting has been interrupted by rains. In Iowa this work has made good progress and it is likely that the bulk of the crop in that state will be planted earlier than in recent years. Over the southern portion of the middle Atlantic states planting is well advanced and has begun in Pennsylvania and New Jersey. Spring wheat seeding is largely finished, except on wet lands in the northern portions of North Dakota and Minnesota. The early sown over the southern portion of the spring wheat region is making good growth. On the north Pacific coast the week has been too cool for rapid advancement. Early sown oats are generally improved and in promising condition throughout the central valleys and middle Atlantic states, but in the south Atlantic and east gulf states, where oats are now heading, the outlook is poor.

An advance bulletin by the Illinois department of agriculture compiled from reports of correspondents dated May 1 says: "From reports from the ten largest winter wheat producing counties in the state, which will fairly represent the whole district, it is estimated that 13 per cent of the area seeded last fall, 1,500,000 acres, was destroyed either by winter killing or floods or failed to germinate owing to the dry weather seeding time. The area for harvest will be about 1,300,000 acres. But four times in the grain-reporting history of the state has so small an area as this been harvested. Reports from the American and Wabash, Okaw and Embarras bottoms indicate that a large area of wheat has been completely drowned out, and much of the damaged area will be planted to corn. With favorable weather until harvest it is not believed that this crop can make much more than three-fourths of an average yield per acre, so that the total winter wheat yield will probably be short." The report of the government weather bureau under date of May 3 said that oats were practically all sown. There was some complaint of slow germination, but the crop generally was promising.

A preliminary statement on the condition of crops May 1 has been made public by Geo. P. Ellis, secretary of the Missouri state board of agriculture. It says, in part: "The cold, wet weather during the month greatly retarded corn planting, and on April 30 planting had hardly begun north of the Missouri, and in many of the counties south of the river a like condition prevailed. In the southwest quarter of the state, in Bates, Henry and Benton counties, and south, from 25 to 90 per cent of the corn crop has been planted; but, owing to the cold and wet weather, the condition of the soil is such that much of it will have to be planted over, as the average condition for what is planted in that section is only 58. In many of the southeastern counties but very little corn has been planted, however. In Mississippi and Pemiscot about one-third of the crop is in the ground. For the whole, perhaps not more than 10 per cent of the entire acreage is planted, compared with about 25 per cent, the five-year average for this time of year. May is a good time to plant corn, however, and if conditions are normal during the present month an average acreage will be planted throughout the entire state. The average condition of the wheat crop for the state is 81, which is exactly the same as it was one month ago. A number of counties show improvement during the month, while others report a deterioration, on account of the excessive rains and

overflowed lands. The acreage sown this year was practically the same as the acreage harvested last year, but on account of overflow and winter killing about 6 per cent of the total acreage seeded last fall will be plowed up."

Henry Lassen, president of the Canadian Mill and Elevator Company, of El Reno, Okla., has returned from a tour of inspection of the wheat region of Oklahoma in which he was accompanied by Messrs. George Sohlberg, president of the Acme Milling Company of Oklahoma City, and C. B. Topping of that city, secretary of the Oklahoma Millers' Association. Discussing the condition of the growing crop he said: "Drawing a line south from Medicine Lodge, Kan., to Enid, and thence to Oklahoma City you might say that all the wheat west and south of that line is practically a failure, with some in the territory immediately adjacent on the west good for a crop of 25 to 30 per cent. But in the greater portion of the country beyond that line the wheat is considered a failure. The wheat in Oklahoma east of Enid and south of Oklahoma City, including Guthrie, is considered good for a fifty per cent crop, until you get to the last tier of counties north, which I consider good for three-fourths of a crop. This is providing that present favorable conditions are continued from now on. Every rain does some good. The growth of wheat has been retarded by the recent cold weather and a late harvest is anticipated so that we cannot expect to grind any new wheat before July 15. The ground is at present in good condition for the growing crop and if we can have this continued by some rains and seasonable weather this estimate will be approximately correct."

Crop conditions in the winter wheat states, as compiled by the Daily Trade Bulletin, show lower averages in a majority of states as compared with April, and confirm statements sent out by other crop statisticians. Ohio lost 10.3 points, Michigan 32, Indiana 25.3, Illinois 8, Oklahoma 15, while Kansas gained nearly a point. Detailed conditions are as follows:

	May 1, 1904.	April 1, 1904.	July 1, 1903.
New York	82.0	90.0	88.0
Pennsylvania	72.0	84.0	90.0
Maryland	70.0	78.0	79.0
Virginia	63.5	67.5	77.0
West Virginia	64.0	68.0	84.0
Kentucky	61.4	64.6	75.0
Tennessee	70.4	62.0	68.0
Ohio	56.8	67.1	82.0
Michigan	55.3	87.5	87.0
Indiana	46.5	71.8	69.0
Illinois	83.0	91.0	67.0
Missouri	80.9	80.8	60.0
Kansas	88.8	88.3	86.0
Oklahoma	53.5	68.7	90.0
Texas	78.0	83.4	90.0
Iowa	88.3	92.0	90.0
Nebraska	85.0	86.2	90.0
Wisconsin	78.2	85.0	92.0

The condition in the remaining southern states is rather good, while in California it is very favorable, and in Washington and Oregon the outlook at present indicates a full crop on a moderately increased acreage.

Returns to the chief of the bureau of statistics of the department of agriculture made up to May 1 show the area of winter wheat in cultivation on that date to have been about 27,083,500 acres. This is 4,932,100 acres less than the area sown last fall and 5,427,000 acres less than the area of winter wheat harvested last year. Of this abandonment, Indiana reports 904,000 acres; Kansas, 713,000; Ohio, 475,000; California (mainly the usual cutting for hay), 391,000; Oklahoma, 373,000; Texas, 299,000; Illinois, 269,000; Michigan, 259,000; Nebraska, 218,000; and Pennsylvania, Kentucky and Missouri, each between 100,000 and 200,000 acres. It is a noteworthy fact that the whole of the thirty-one states having more or less winter wheat under cultivation report some abandonment of acreage. For the 27,083,500 acres remaining under cultivation the average condition on May 1 was 76.5, which is identical with that reported on April 1 for the entire acreage sown. The general condition averages reported on May 1, 1903, and May 1, 1902, were respectively 92.6 and 76.4, the mean of the May averages of the last ten years being 84.2. The following table shows for the principal winter wheat states the percentage of the acreage sown last fall that is now reported as abandoned and also the averages of condition on May 1, 1904, as follows:

States.	Aban-Cond- tioned.	States.	Aban-Cond- tioned.
Kansas	12.5 82.0	Pennsylvania	7.5 72.0
Missouri	6.6 84.0	Oklahoma	22.5 65.0
California	16.2 89.0	Texas	20.4 66.0
Indiana	39.9 57.0	Tennessee	9.8 81.0
Nebraska	10.4 82.0	Michigan	27.0 61.0
Ohio	24.5 53.0	Kentucky	23.0 69.0
Illinois	14.7 78.0	Unit'd States	15.4 76.5

Of the total acreage of spring plowing contemplated, 57.3 per cent is reported as actually done

up to May 1, as compared with 57.9 per cent at the corresponding date last year and a ten-year average on May 1 of 70.3.

Snow's weekly report says: "There has been a heavy decline in winter wheat condition since April 1 in all states east of the Mississippi and north of the Ohio rivers. In the Missouri valley condition figures of a month ago have been simply maintained except in Oklahoma, where more complete revelation of the early drought damage results in much lower figure. The falling off in conditional figures does not represent new disasters during April, but a better understanding of the actual situation now that the growing weather has been experienced. Average of condition based upon reports from all counties is now reported at 74.5, against 80.1 a month ago, and is the lowest May average since 1888. The averages in leading states are: Ohio, 57; Michigan, 60; Indiana, 53; Illinois, 77; Missouri, Kansas and Nebraska, 81; Oklahoma, 55; California, 90; Oregon, 99, and Washington, par. In comparison with the returns of April 1 there is shown a decrease of 12 points in Ohio, 20 in Michigan, 19 in Indiana, 6 in Illinois, and 15 in Oklahoma. On the other hand, Kansas and Nebraska gain 1 point each and Missouri is unchanged. Reports on acreage which will be harvested show a heavy loss by winter killing in the Ohio valley and by abandonment in Oklahoma, but as plowing up still continues it is impracticable as yet to give definite figures of area. The loss in the Ohio valley is the worst in many years, and the total breadth will be heavily under last year for the whole belt. Spring wheat seeding has made rapid progress, but preliminary returns indicate failure to get in a crop materially larger than last year. Oats seeding is complete except in the extreme north, and improved weather has started the crop in good shape."

TOOK THE GUN.

Word came from Wells, Minn., that there had been considerable grain stolen from Byrn's Elevator and that Sid Heath, who works there, made a desperate effort to stop it, but failed. Finally he took a double-barreled shotgun, a keepsake of his father's, and fixed it in such a way that anyone stepping on a certain board would discharge one barrel, and another board was fixed to manipulate the trigger on the other barrel. The gun was pointed heavenward and both charges were to go into a big tin basket. All this noise Mr. Heath evidently thought would scare the thief so he would probably never return to the elevator to steal any more. But that thief was no novice, because after discharging both barrels, he went back and took the gun. Mr. Heath, we are told, is willing to pay a good fee for the return of his burglar alarm and no question will be asked.—Alden Advance.

TRADE LITERATURE.

The Maine Agricultural Experiment Station is now mailing bulletin 100 on the poultry plant at the station and the methods there employed in handling the stock, from the egg to the mature bird. This bulletin was prepared in answer to numerous inquiries. It deals with the subject in all its branches and is illustrated with eight half-tone pictures. Requests for the bulletin (No. 100) should be addressed to the Agricultural Experiment Station, Orono, Me.

The Agricultural Experiment Station of the University of Nebraska has issued Bulletin 83, "Co-operative Variety Tests of Corn in 1902 and 1903," by T. L. Lyon. The object of the tests was to arrive at the best types of corn for different sections and localities in the state. The bulletin summarizes the results.

Edward G. Heeman's "The Grain Gazette," Vol. I. No. 1, is out. It is devoted to crop statistics and diagrammatic statements of range of prices and visible supply of wheat, corn, pork, etc. It will be mailed to applicants. It is of pocket size and will appear monthly, and may be had on application.

The "Corn Trade Year," by Geo. J. S. Broomhall, Liverpool, is out. To those who know the book (and who on the grain trade does not?) this is sufficient; others may be advised that it is a bound volume of 350 pages, in which in text and tables are set forth in an interesting and comprehensive manner all the facts and statistics of the world's chief cereal crops that seem to be worth recording. The prices, imports, production and export stocks and other statistics of general interest in different countries are treated under separate heads, and the deductions drawn therefrom are clearly and forcibly stated. The American office of the Corn Trade News, 423 Produce Exchange, New York, has charge of the circulation of the book on this side.

The Price Current's "Statistical Annual for 1904" is now ready, and may be obtained at the office at Cincinnati; price 25 cents. This is the fifty-fifth annual edition of this valuable collection of crop and provision statistics.

TRANSPORTATION

A charter of 100,000 bushels of corn to Georgian Bay at 2 cents was reported at Chicago May 10.

It is stated that the Kansas City, Mexico & Orient Railway now has 800 miles of line graded and 350 miles completed and in operation.

Advices from Superior under date of May 3 stated that the ice was all out of the bay and that navigation was fully opened. The Heffelfinger, with 250,000 bushels of grain, was the first boat out.

The first charter of a cargo of wheat at Chicago since the close of navigation was made on May 4 by A. T. Helm. The cargo consisted of 115,000 bushels of No. 1 northern wheat, the rate to Buffalo being 2 cents, the same as for corn.

New fast freight lines will be established on June 1 between the Lackawanna and its eastern connections on the one hand and the Michigan Central and Lake Shore roads and their connections on the other. The new organization is to be known as the Lake Shore-Lackawanna and Michigan Central-Lackawanna fast freight lines.

About \$50,000 will be spent this summer by the C. P. R. in laying new rails between Toronto and Smith's Falls. The company is also strengthening all the bridges on the Toronto and Owen Sound branch, so as to enable the big mogul engines to haul grain to Toronto. The grain traffic from the West has been so heavy of late as to make the company handle part of the crop via Owen Sound to Toronto.

Lake navigation opened on May 9. Although no vessels cleared from American ports and no American vessels were in commission, the Canadian lines had not been interfered with by strikes. The first boat of the season broke into Fort William harbor May 7 through the ice, and a boat which had been in the harbor all winter with a cargo of 62,000 bushels of wheat for Richardson cleared May 9. Another vessel carrying 185,000 bushels for the same house also cleared on that date.

A reduction in grain rates from Canadian territory for both export and domestic business went into effect May 2 on all roads doing business in Canada. This is simply a reduction to meet the lower tariffs of American roads. The reduction on grain and grain products generally is on a basis of 1½ cents from the Chatham district to New York for export, and 1¾ cents on domestic rates. Corresponding reductions are being made from other districts and the Maritime Provinces is included in the change.

At a meeting of executive officials of Eastern roads in New York April 26 a summer schedule of grain rates was adopted. The new rates, effective May 2, show a reduction of 2½ cents for domestic and 1½ cents for export, making the rates from Chicago to New York on grain and grain products 17½ cents and 15 cents respectively. Last summer the rate on domestic grain from Chicago to New York was 18 cents and on export grain 16½ cents. The rail and lake rates will be 2 cents a hundred pounds lower than the all rail rates.

The B. & O. announced a new schedule on grain, effective May 2. East of St. Louis and east bank of the Mississippi, on grain products to New York the new rate will be 20½ cents domestic, 17½ cents foreign; Philadelphia, 18½ cents domestic, 15½ cents foreign; Baltimore, 17½ cents domestic, 14½ cents foreign; Boston, 22½ cents domestic, 17½ cents foreign. From Chicago the Baltimore & Ohio rates will be 17½ cents and 15 cents to New York; 15½ cents and 13 cents to Philadelphia; 14½ cents and 12 cents to Baltimore, and 19½ cents and 15 cents to Boston.

The steamer Kanawha, which cleared May 10, carried 75,000 bushels of corn for New York. This is the first cargo of commercial size ever shipped from Chicago to New York by water direct. The steamer has to compete with an all-rail cost of shipment of 7.80 cents per bushel, and also against a privilege accorded the rail shipper of distributing his shipment through the East in car lots where wanted at the same rate as to New York. In addition there must be made up a difference of 95 cents in insurance on the grain, the rate to New York being \$1.25, as against 30 cents to Montreal, from whence it could be exported as easily as from New York. These concessions, while important, nevertheless left the water rate a long way within the rail rate. Except for the fact that the steamer was leaving the lakes permanently to engage in the coastwise trade on the Atlantic the rate given the corn cargo would not be duplicated. In fact, the through freight was but little more than that to Montreal, 4 cents per

bushel, as the owner desired the cargo in order to make his craft more seaworthy on the North Atlantic.

A complete and disastrous tie-up of Great Lakes traffic, of uncertain duration, but expected to extend through a good part of the summer, was assured on May 11 when the result of the Masters' and Pilots' Association's referendum vote was announced in Chicago. The referendum had been in progress on Tuesday and Wednesday. Chicago workers voted Wednesday night, declaring almost unanimously for a strike. Provisional charters for the shipment of more than 1,500,000 bushels of grain from Chicago were canceled as soon as the result was known. All of this will be carried to the seaboard by rail. Marine insurance was canceled, and what is called a "port cover" to protect vessels from loss when out of commission was placed upon a large fleet. A leading vesselman, when asked as to what the outcome would be, said to a Chicago daily paper: "This is the end of the contract system of labor on the lakes. We are going to have the 'open shop.'"

OBITUARY

R. Y. Culbertson, of the grain firm of Culbertson & Son at Carroll, Iowa, is dead.

John R. Daley, for many years a well-known writer of grain and live stock markets, died on April 26, at Elkhart, Ind., aged 81 years.

A. H. Silsbee, well known among grain men throughout the middle West, died at Stronghurst, Ill., on April 13, of pneumonia. He was 60 years old.

W. H. Magoon, formerly manager of the elevators in Livingston County, Illinois, owned by Rogers, Bacon & Co., died at his home in Pontiac, Ill., April 13, of pneumonia.

Luther Warren, secretary and manager of the Warren Grain Company of Des Moines, Iowa, who recently underwent an operation for the removal of gall stones, died the latter part of April.

William J. Lowry, founder of the pioneer grain firm of W. J. Lowry & Co. of San Francisco, Cal., died recently at his home in that city, aged 78 years. He is survived by his widow, one son and three daughters.

Maj. Hugh C. Dennis, president of the Rialto Grain and Securities Company of St. Louis, Mo., died in that city on April 17. The deceased was 44 years of age and was a native of Toronto, Ont. He is survived by his wife, one son and a daughter.

C. R. Tomlinson of Richmond, Va., who was connected with the wholesale grain and hay firm of S. G. Fairbanks & Co. of that city, died recently at the Palmer House, Chicago, after a brief illness. His death was due to acute gastritis. The deceased was 37 years of age and leaves a widow.

Elisha Roe Wheelock died recently in Brooklyn, N. Y., where he had been engaged in the real estate business for some years. The deceased was born in Jackson, Mich., in 1841, and afterward removed to Chicago. He was engaged in the grain trade of this city for some time prior to his removal to New York.

Frank L. Stevens, who had been an active trader on the Chicago Board of Trade for twenty years, died suddenly at his residence in this city on the evening of May 2. His death was caused by apoplexy. Mr. Stevens had been on 'change in the morning preceding his death and was apparently in good health. He was 54 years of age.

George Lewis, a grain inspector for the Chicago & Eastern Illinois Railway, was instantly killed by falling from a south-bound passenger train near Fifty-fourth Place, Chicago, on May 2. He had stepped out upon the platform to smoke, in some way lost his footing and fell between the cars. His head was severed from his body.

Isaac Corbett, for nearly twenty years the representative of the Northern Elevator Company at Birtle, Man., died on May 1 at Winnipeg, Man., after a two weeks' illness. His death was caused by a complication of heart and kidney trouble. The deceased was 48 years of age and leaves a widow and four children. He was well known to the grain trade in that section of the Canadian Northwest. His remains were taken to Birtle for interment.

Edwin J. Conger died at his home in Morrison, Ill., on April 26, after a three weeks' illness, caused by an acute attack of indigestion, supplemented by heart trouble. Mr. Conger was born at Waterville, N. Y., in 1838, and came to Illinois in 1863. He resided at Morrison, Ill., for some time, and on the death of his wife, in 1884, he removed to Exeter, Neb., where he purchased and operated a grain elevator for several years. He then returned to Morrison, Ill., and engaged in the insurance business.

Mr. Conger was coroner of Whiteside County, Illinois, at the time of his death, having been elected to that office in 1900. He is survived by one brother, G. W. Conger, of New York state.

W. W. Stewart, a widely known grain merchant and pioneer citizen of San Diego, Cal., died on April 23, after an illness of about two months. He was nearly 75 years old. Mr. Stewart had been a resident of California since 1852. The deceased was a prominent member of the Masonic, Odd Fellows and Knights of Pythias fraternities.

Frank R. Baker, for twenty-two years a member of the Chicago Stock Exchange, died in Kansas City on April 14. The deceased was born in Norwalk, Ohio, in 1851, but spent his boyhood days in northern New York. He came to Chicago in 1871 and engaged in business. At various times he was in the grain trade, the real estate business and the live stock business. He joined the Stock Exchange in 1882. He was a brother of Charles W. Baker, secretary of the Chicago Live Stock Exchange. His body was brought to Chicago for burial.

RESOLUTIONS OF RESPECT.

At a special meeting of the Des Moines Cereal Club of Des Moines, on April 23, 1904, called for the purpose of taking appropriate action upon the death of our associate and esteemed friend, the late L. Warren, the following resolutions were adopted:

Whereas, Providence in His inscrutable wisdom has seen fit to take unto Himself our associate, L. Warren, thus removing an active life in its prime and in the fullness of its greatest promise, we bow to this manifestation of the Divine will;

Resolved, That an expression of profound sympathy be extended the bereaved family in their irreparable loss;

Resolved, That this Club arrange to attend the last services in respect to the memory of our friend;

Resolved, That a copy of these resolutions be sent to the bereaved family with appropriate flowers; and that a copy thereof be sent to the daily papers of Des Moines and also our various grain journals; and that they be engrossed on the records of this Club.

AN ARBITRATION.

The following is a decision of the arbitration committee of the Kansas Grain Dealers' Association recently rendered:

Latshaw, Wilson, Kan., vs. The Bennett Commission Company, Topeka, Kan.—This is a case involving the rights of a purchaser of grain, to which from long usage and custom he is entitled, relative to the billing. The correspondence indicates:

First, That on November 25, 1903, plaintiff sold defendants five cars of wheat, subject to state inspection, unloading elevator weights, and buyer's routing or milling instructions.

Second, That on the date of said contract defendant mailed to the plaintiff the regular form of confirmation, with instructions to bill the grain to defendant at Topeka, Kan.

Third, That instead of complying with those instructions, plaintiff billed the car in controversy (No. 49,354) from point of origin to Wilson, Kan., thence to Manhattan, Kan., then forwarded it on to Topeka, Kan.

Fourth, That on arrival of car 49,354 at Topeka, Kan., defendant wrote plaintiff expressing doubt as to the possibility of getting the shipment out of Topeka without extra expense, thereby giving plaintiff all necessary opportunity to take such steps as he might deem best to avoid, if possible, any loss that might arise from the manner in which plaintiff had billed the same.

It is the opinion of the board:

First, That, unless by special agreement, every buyer is entitled to billing on all shipments such as will enable him to forward same to what is known in railway business as "basing points," without any extra expense over and above the regular published tariff rate direct from origin to destination.

Second, That if any seller does not furnish shipments that can without extra expense be forwarded on to such basing point, his failure to do so must necessarily be at his own risk and peril, and that he is justly liable for whatever loss may occur, if any.

Third, That in this particular case the plaintiff did not furnish shipments having such privilege; and, further, that he did not follow either the terms of the contract or the billing instructions of defendant.

Judgment is therefore rendered in favor of the defendant and against the plaintiff in this action, and defendant is relieved and exonerated from liability and obligation to plaintiff in this cause, and from any and all costs herein.

A. T. RODGERS,
E. N. BAILEY,

Topeka, April 30, 1904. Arbitration Committee.

SEEDS

R. M. Merritt, formerly a Chicago seedsman, is dead.

William B. Scott & Co. are building a new seed store at Newport, R. I.

The Page Seed Co. of Greene, N. Y., will build an addition to its plant this summer which will nearly double the present capacity.

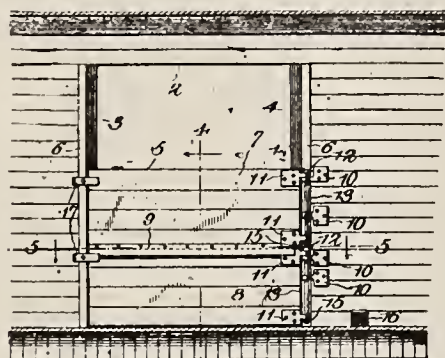
The general appraisers have ruled that seed peas cannot be classified as dried peas, but are dutiable under paragraph 250, Tariff Act of 1897.

The rapid advance of spring makes the question of seed prices an intensely interesting one. A number of important varieties, particularly garden seeds, were short and prices high. Field seeds, seed grain, etc., have also continued fairly high, especially where seeds are guaranteed as to purity and germinating powers. Seed prices generally average considerably higher than a year ago. In the wholesale grain and seed markets, clover is

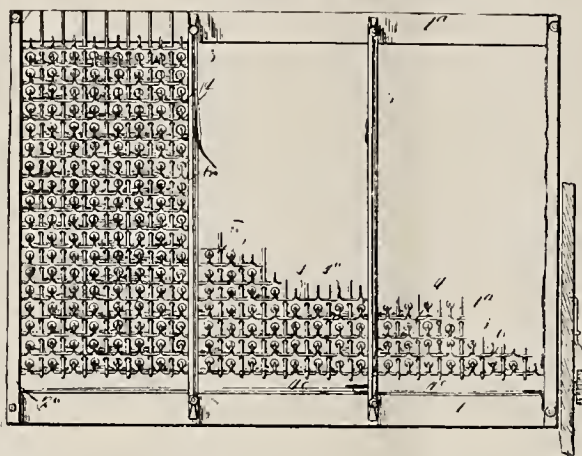
was hostility to it among farmers as well as seed dealers, but considered that the bill was acceptable to the country as a whole.

According to Board of Trade Journal there will shortly be an opening for seeds and agricultural machinery in Turkey. The Turkish government has decided to allocate an annual grant of about £12,000 sterling, for the encouragement of agriculture in the districts of Samsoun, Angora, Sivas and Konia. Half this sum will be devoted to the purchase of seeds, the remainder to agricultural machinery. Turkish agriculturists, it is said, are gradually awakening to the fact that modern methods of agriculture are essential to successful competition with foreign producers, so that, with preliminary aid from the Turkish government, the demand for up-to-date machinery should develop in the Ottoman Empire.

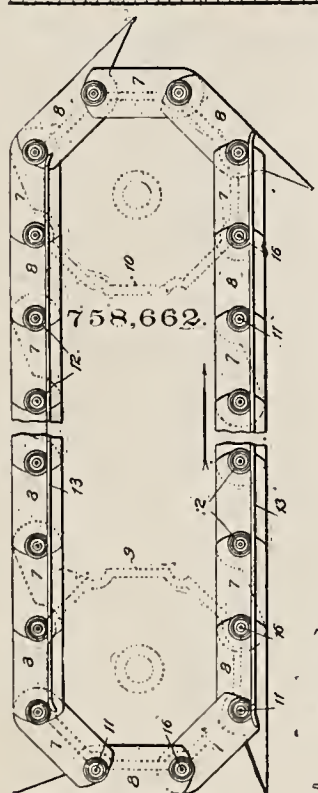
The Farm and Fireside states that over 850,000 pounds of Canadian blue-grass seed has been imported in the last six months, to mix with Kentucky blue-grass seed. As the Canadian seed is worth about one-third as much as the Kentucky, the adulteration means many dollars to someone. The Canadian seed is often adulterated with Canadian thistle and other noxious weeds. To destroy the latter, the seeds are subjected to great steam



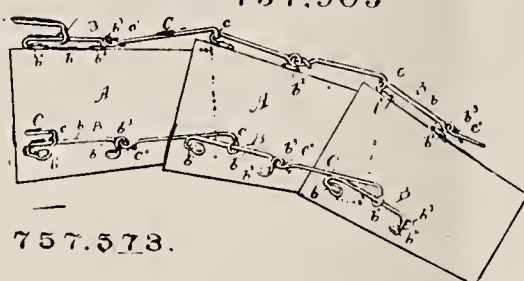
758,414.



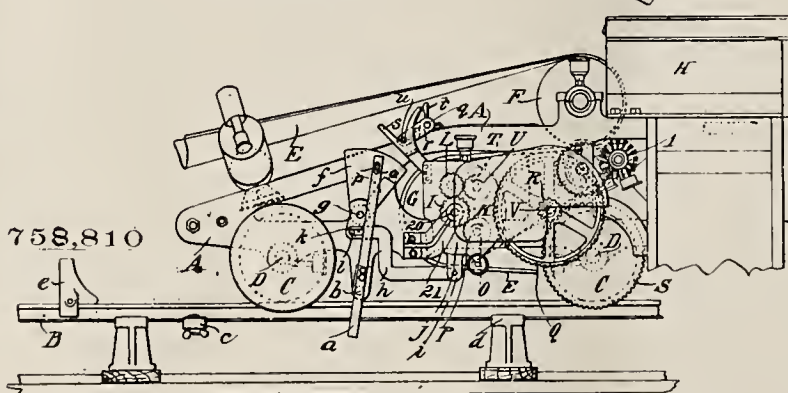
757,905



758,662.



757,573.



758,810

substantially the same, but a little lower than in the spring of 1903.

The American Florist states that a system of assembling and closing the mailing packages of the congressional seed distribution without the use of paste has been patented. This has made a great improvement in the character of the work, and prevents the mutilation of the addresses so that all go through to destination without fail. Under the old system thousands of packages were returned with addresses lost, but since the introduction of the new system not one package in a million has been returned for this reason.

A representative deputation of Canadian seedsmen called on the Minister of Agriculture at Ottawa, Ont., April 13, and discussed the various features of a proposed bill to regulate the seed trade and prevent the spread of noxious weeds. This legislation was introduced last session, but it is not satisfactory in all particulars either to the farmers, on the one hand, or to the seed dealers, on the other. The Minister was deluged by suggestions by the deputation that saw him. Among the deputation were: Messrs. Steele, Keith and Rennie of Toronto, Ewing and Ward of Montreal, Tanguay and Lemoine of Quebec. It is possible that the measure may go over for another year. Several dealers urged it would be simply impossible for them to operate under the proposed law. The Minister of Agriculture in the course of his reply intimated that the measure would probably be altered in some respects. He knew there

heat. Steam is no respecter of seeds, and the grass seed suffers with the rest. The trustful farmer sows his seed, and wonders at the light "catch." Other high-priced seeds are badly adulterated with cheap seeds resembling them. The adulteration can be detected only by an expert.

LATE PATENTS

Issued on April 12, 1904.

Bagging Attachment for Grain Elevators.—Chester Bradford, Indianapolis, Ind. Filed January 5, 1903. No. 756,931.

Grain Carrier.—Joseph Coffman, Liberty, Ind. Filed August 1, 1903. No. 756,938.

Issued on April 19, 1904.

Coupling for Sectional Conveyor Spouts.—Charlie F. Spencer, Alexandria Bay, N. Y. Filed October 17, 1903. No. 757,573. See cut.

Grain Screen.—Frank Fredeen, Taylors Falls, Minn. Filed November 18, 1903. No. 757,905. See cut.

Issued on April 26, 1904.

Grain Car Door.—William L. Carson, Winfield, Kan., assignor of one-third to Thomas Ed. Fulton,

Kildare, Okla. Filed September 30, 1903. No. 758,414. See cut.

Issued on May 3, 1904.

Conveyor Bucket.—William T. James, Chicago, Ill. Filed October 16, 1902. No. 758,661.

Conveyor.—William T. James, Chicago, Ill. Filed April 6, 1903. No. 758,662. See cut.

Tripper or Deliverer for Conveying Apparatus.—Clarence K. Baldwin and Frank E. Ticknor, New York, N. Y., assignors to the Robins Conveying Belt Company, New York, N. Y. Filed May 26, 1903. No. 758,810. See cut.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

W. E. Hicks, Sparta, Ont.
Gus Breitzkreuz, Pestigo, Wis.
J. L. Hisey, Muskegon, Mich.
James McGrew, Kankakee, Ill.
J. A. Fairchild, Vanderbilt, Pa.
Elgin Keith, of Invincible Grain Cleaner Co., Silver Creek, N. Y.
E. A. Ordway, Kansas City, Mo., representing Invincible Grain Cleaner Co., Silver Creek, N. Y.

SALES OF MACHINERY.

During the month of April the Barnard & Leas Mfg. Co. of Moline, Ill., made sales of machinery as follows: Corn Shellers and Cleaners—B. A. Lockwood Grain Co., Des Moines, Iowa; J. A. Campbell & Son, Lincoln, Neb.; E. E. Hollister Co., Quincy, Ill.; Great Western Mfg. Co., Leavenworth, Kan.; Lake Crystal Milling Co., Lake Crystal, Minn.; Hagerty Bros., Peoria, Ill.; P. H. Pelkey, Coffeyville, Kan.; L. F. Miller & Sons, Philadelphia, Pa.; Long Prairie Milling Co., Long Prairie, Minn.; Fairbanks, Morse & Co. (10 machines), Kansas City, Mo.; F. L. Kidder & Co., Mays, Ill.; Charles Drake, Avery, Ind. Separators—Lillard Milling Co., Decatur, Tex.; G. H. Birchard, Lincoln, Neb.; E. E. Hollister Co., Quincy, Ill.; York Foundry and Engine Works, York, Neb.; William R. Dell & Son, London, England; Gatesville Roller Mills, Gatesville, Tex.

For Sale

(Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.)

FOR SALE ON EASY TERMS.

Three and three-quarter (3¾) sections of the choicest farming lands in Assiniboia, Canada. The Canadian Pacific Railway is constructing a line from Lauder, Manitoba, west to Regina, Assiniboia. This line will run either through or alongside of most of our land. Address

W. R. MUMFORD COMPANY, Room 430 Rialto Bldg., Chicago.

MACHINERY

FOR SALE.

One 30 H. P. latest improved 1904 Pierce Gasoline Engine; new, guaranteed; \$600.

PIERCE ENGINE CO., Drawer A, Racine, Wis.

FOR SALE.

A 24-inch Robinson Attrition Feed Mill. Been used only since the first of the year. At a bargain. Address

A. B. MARSH, Neillsville, Wis.

FOR SALE.

Elevator with corn and feed mill in connection. Enjoys a splendid feed trade. Best shipping facilities. The only elevator in a city of 25,000. A 30-horsepower gas engine produces power at a cost of 10 cents per hour. Everything is in first-class condition. Price, \$5,000. Address

F. S. BUTLER, Richmond, Ind.

FOR SALE CHEAP.

Fairbanks-Morse 54-horsepower gasoline engine for sale; run two years; will sell cheap. Address P. P. WILLIAMS GRAIN CO., 408 Chamber of Commerce, St. Louis, Mo.

FOR SALE.

One 36-foot, 50-ton Buffalo Track Scale.
One 12x15 center crank engine.
Both the above as good as new; will sell cheap.
Address
DAVENPORT MALT & GRAIN CO., Davenport, Iowa.

BARGAINS.

Gasoline engines for sale: One 20-horsepower Fairbanks-Morse; one 7-horsepower Charter. Both in good order. Address
THE ANCHOR GRAIN CO., 324 Flour Exchange, Minneapolis, Minn.

FOR SALE.

One 14-horsepower New Era Gasoline Engine, \$275.
One 18-horsepower double cylinder gasoline engine, \$200.
One 6-horsepower Capitol Gasoline Engine (new), \$240.
One 20-horsepower Ajax Steam Engine (new), \$100.
One 2-horsepower Capitol Gasoline Engine, \$95.
C. H. A. DISSINGER & BRO., Wrightsville, Pa.

FOR SALE.

Thirty sets of 42,000-pound Fairbanks-Morse Compound-Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales.
2,400 feet of second-hand 5-ply 17½-inch wide rubber belt.
2,800 elevator buckets, 6x14½, four holes, with brace in center. Can furnish boots to go with this belt.
Four steel pans, 168 inches long at top, 92 inches long at bottom, 63 inches wide at top, 37 inches wide at bottom, 60 inches deep.
Prices made on above on application.
TRANS-MISSISSIPPI GRAIN CO., 523-534 Bee Building, Omaha, Neb.

SCALES**SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.
CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

ELEVATORS**KANSAS ELEVATORS.**

Elevators for sale in Kansas. Address
E. J. SMILEY, 37 Crawford Bldg., Topeka, Kan.

IOWA ELEVATORS.

Line of four Elevators and Grain Houses for sale in Western Iowa. Will sell one or all; large territory. Address
TAYLOR & EMMONS, Stuart, Iowa.

FOR SALE.

One new 20,000-bushel elevator in Southern Minnesota and three 15,000-bushel elevators in Iowa. For particulars address
LOCK BOX 314, Luverne, Minn.

FOR SALE OR RENT.

New 10,000-bushel capacity elevator. Coal, ice, stone, machinery and lumber. No competition. Good business doing now. Address
BOX 87, Sycamore, Ill.

AT A BARGAIN.

Cereal mill, grain and coal business for sale; will be sold at a bargain; wanting to retire on account of sickness; good business; can be increased by working a little. For particulars address
F. STRUVE, Miles, Ia.

ELEVATOR FOR SALE.

In good town of 800, located in splendid wheat and corn section, on Y connecting with two railroads. Building new, and modern in all respects. Capacity, 30,000 bushels; corn sheller, hopper scales and 25-horsepower gasoline engine. The only elevator in town; large territory. Bargain for someone. Address
GEO. A. DE LONG, Foosland, Ill.

SEEDS**SEED FOR SALE.**

Choice, re-cleaned timothy seed, \$1.25 per bu.
G. L. MILES, 990 Broad St., Grinnell, Ia.

ALFALFA SEED.

We offer the best kinds that grow. Seed is taken from Alfalfa that makes the best growth and best adapted to this country. We sell it more reasonable than others; re-cleaned seed \$13.50 per cwt. Turkestan Alfalfa, the Alfalfa that has proven such a great success on dry, arid soils and will withstand more hardships than any other kind. We have the genuine article, re-cleaned, free from obnoxious weed seeds, for \$16.00 per cwt. Send for samples and send in your order. Catalogue is free. Be friendly. Write us. Address
A. A. BERRY SEED CO., Box No. 114, Clarinda, Iowa.

**Miscellaneous
& Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

LAND FOR ELEVATOR.

Wanted to exchange, our equity in a 400-acre farm in Lincoln Co., S. D., within 3 miles of the city of Sioux Falls, for a good elevator; will have to be a good one, as the land is choice. Address
LOCK BOX 117, Armstrong, Iowa.

SITUATIONS WANTED**SITUATION WANTED.**

By a practical mechanic with several years' experience in grain elevator building work. Desires a position as foreman with a grain elevator building firm to take charge of construction work. Can come well recommended and wants position where steady employment is offered. Strictly temperate and tends to business. Address
D. W. JENKINS, 3201 Indiana Ave., Chicago, Ill.

WANTED.

By a man of fifteen years' experience in the grain and elevator business, a position with reliable grain firm. Know how to inspect, mix and handle grain in an elevator. I am reliable and competent. Any firm in want of good all-around man can find him by addressing
A., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN WANTED**GRAIN WANTED.**

Wanted—Feed barley and new No. 2 and No. 3 rye.
W. H. SMALL & CO., Evansville, Ind.

TO HAY SHIPPERS.

We would cheerfully correspond with all western shippers of hay. Address
DILLENBECK & MINER, No. 11 New York Hay Exchange, N. Y.

PRICES WANTED.

Prices wanted based on New Orleans delivery on corn, hay, oats and feed of all kinds. Write
COVINGTON WAREHOUSE & COMMISSION CO., LTD., Covington, La.

For Industrial Locations

In Illinois, Wisconsin, Iowa, Minnesota, Upper Michigan, North and South Dakota, write to W. B. Davenport, Industrial Commissioner, 1329 "The Railway Exchange," Chicago
Chicago, Milwaukee & St. Paul Railway

Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER

W. J. JOHNSTON, 182 Jackson St., Chicago.

ROOFING AND SIDING.**CORRUGATED IRON—\$1.50 per square**

We have on hand 10,000 squares of this material which we offer at the above price. We also have all grades of corrugated iron and metal roofing for elevators, etc.

We are headquarters for machinery of every kind; also for job stocks of general hardware, such as axes, nails, wire, horse-shoes, shelf hardware, etc. We are constantly buying stocks at forced sales.

We also have for sale a complete line of mill supplies, such as belting, pulleys, shafting, hangers, etc. When in the market for pipe for water, gas, steam, oil, etc., write for our extremely low prices.

We have the largest establishment of its kind on earth. Our plant and yards cover over twenty acres of land.

Write us your wants, and ask for our Booklet No. 484.

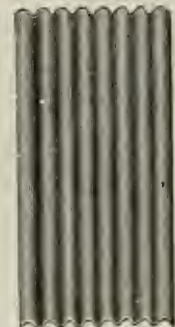
CHICAGO HOUSE WRECKING CO.

WEST 35TH AND IRON STREETS

CHICAGO

SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago

**MAKERS OF FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

Colorado—

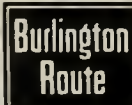
That's the title of a handsome new book of seventy-two pages, beautifully printed, bound and illustrated; fifty-six pictures of Colorado's matchless mountains, canons, streams, lakes and forests.

The book is written in a most delightful vein and gives pleasing glimpses of a mountain world whose colossal beauty never wearies or changes or grows old. A splendid map of Colorado is appended.

It is not a guide book, but contains a few paragraphs about the best way to reach Colorado from everywhere east and southeast via Chicago or St. Louis (Louisiana Purchase Exposition) and the Burlington Route, with its splendidly equipped one-night-one-the-road fast express trains.

Mailed anywhere upon receipt of ten cents in stamps or coin.

P. S. EUSTIS,
Passenger Traffic Manager,
CHICAGO.



GRAIN RECEIVERS

TOLEDO

ESTABLISHED 1846

C.A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS
OF TOLEDO, OHIOSPECIAL MARKET AND CROP REPORTS FREE
BE FRIENDLY WRITE OCCASIONALLY

RAYMOND P. LIPE

BUYER OF

HAY, GRAIN and MILL FEEDS

HAY A SPECIALTY

We can use hay in any sort of car that comes to Toledo. Can
also use mixed cars of hay and straw. Write for prices.

The Spitzer Building, TOLEDO, OHIO

WILLIAM R. WORTS

ARTHUR B. EMMICK

WORTS & EMMICK

Grain and Commission

47 Produce Exchange, Toledo, Ohio

SPOT AND FUTURES. If you do not receive our bids, ask for
them. We will bid you no matter where you are located. Let us
handle your consignments. Our motto: Success to our patrons.
Try us.

REYNOLDS BROS.

TOLEDO, O.

Buy and Sell Grain

SELL US YOURS

If you don't get our bids, ask for
them. Consignments always
welcome. Consign us yours.

J. F. ZAHM

F. W. JAEGER

F. MAYER

ESTABLISHED 1879

J. F. ZAHM & CO.

GRAIN and SEEDS

TOLEDO, OHIO

Handling consignments and filling orders for futures

OUR SPECIALTY

SEND FOR OUR DAILY CIRCULAR; IT'S FREE

DETROIT

A. S. DUMONT

R. C. ROBERTS

A. E. O'DONNELL

Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce

DETROIT, MICH.

Consignments Solicited.

Merchants Exchange

DECATUR, ILL.

Ask for our Bids and Quotations

LANCASTER

JONAS F. EBY & SON

207 WOOLWORTH BUILDING

LANCASTER, PA.

WHOLESALE

Grain, Feed, Hay and Straw

MINNEAPOLIS



F.H. PEAVEY & CO.

MINNEAPOLIS, MINN

GRAIN RECEIVERS

Consignments Solicited.

MILLING WHEAT A SPECIALTY

J. R. MARFIELD, Pres.

WM. GRIFFITHS, Vice-Pres. and Mgr.

C. D. TEARSE, Sec'y and Treas.

MARFIELD-GRIFFITHS CO.

GRAIN COMMISSION

OFFICES:

CHICAGO

MILWAUKEE

MINNEAPOLIS

DULUTH

Consignments and Orders for
Future Delivery Solicited.

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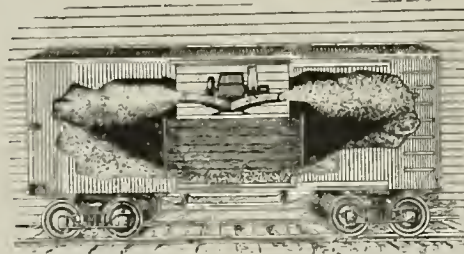
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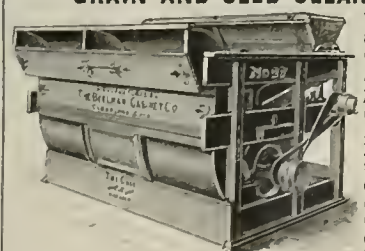
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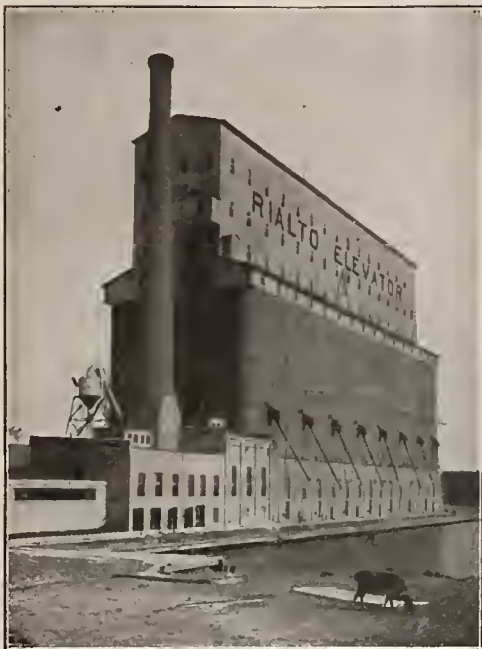


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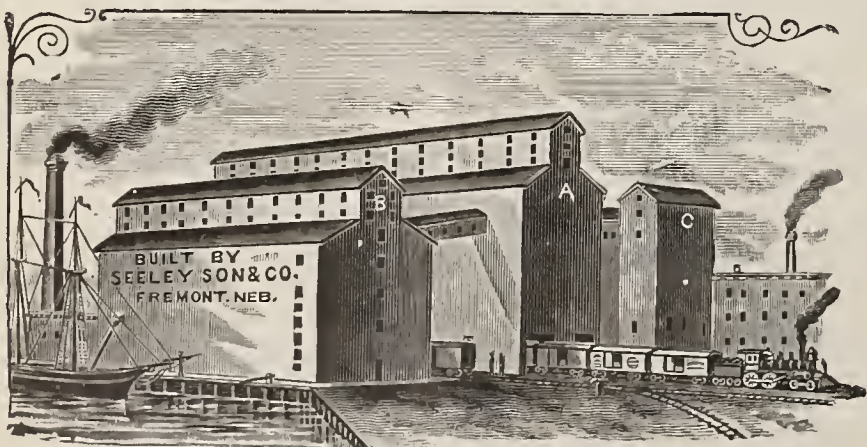
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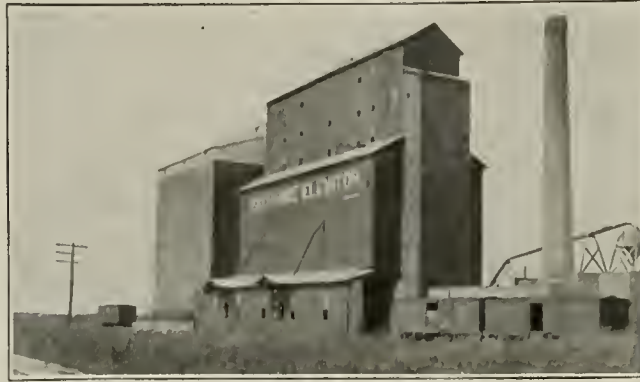
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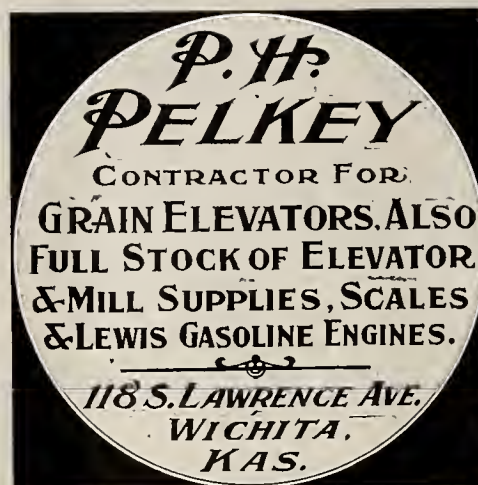
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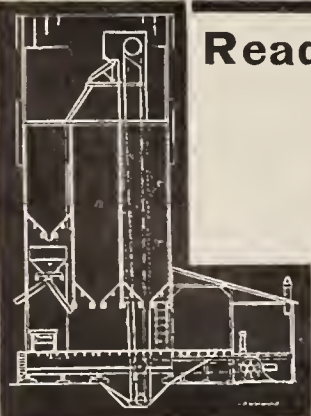
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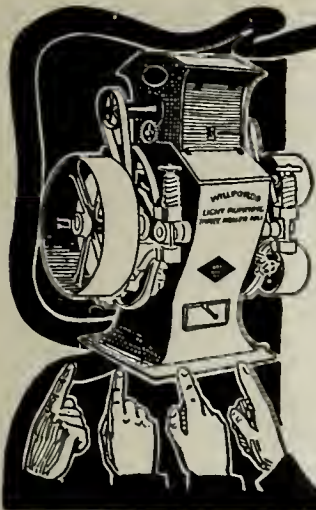
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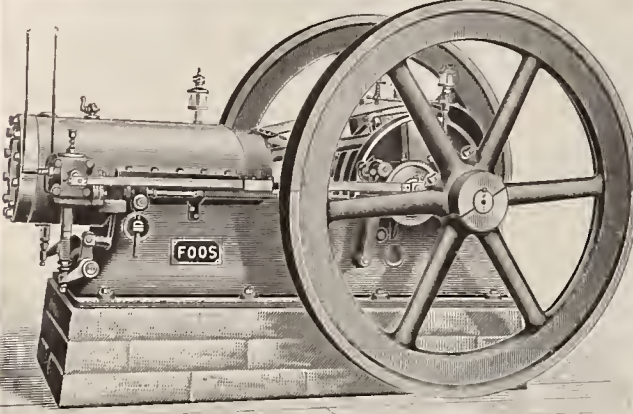
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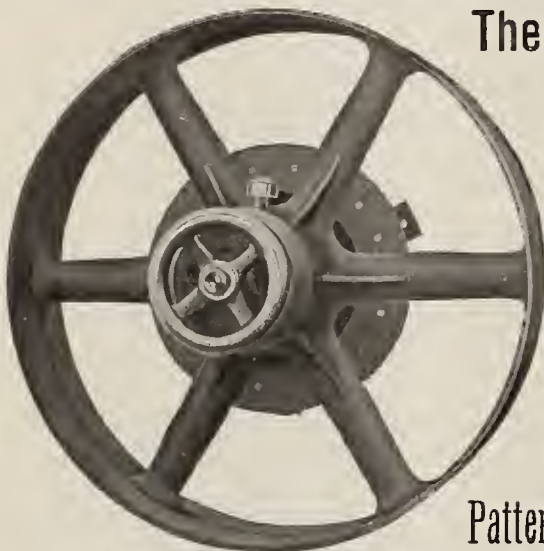
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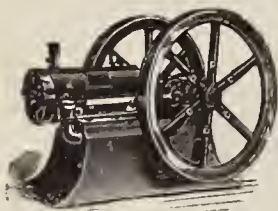
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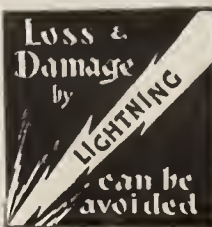
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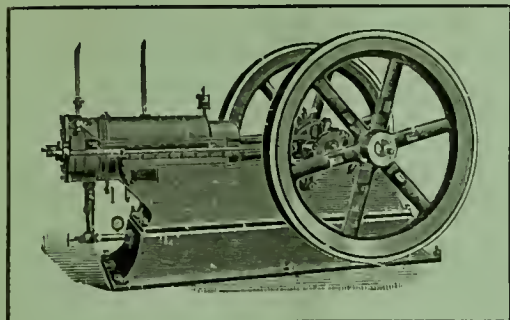
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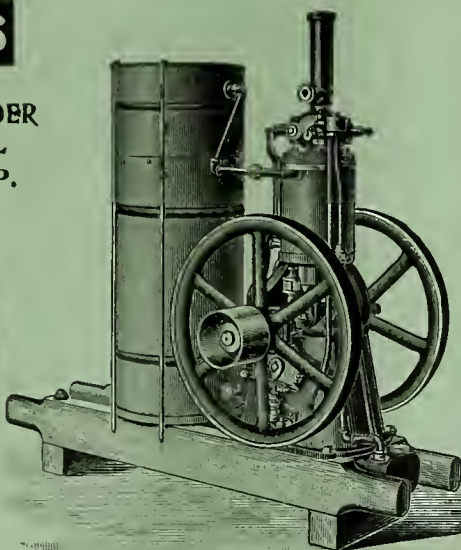
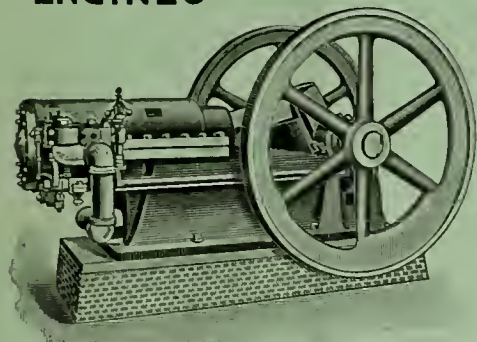
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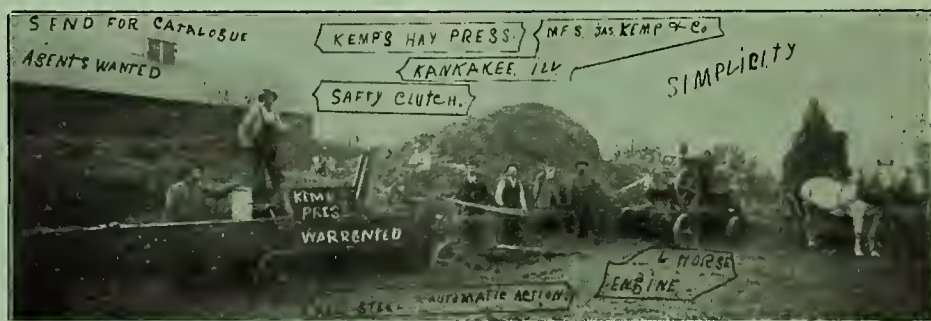
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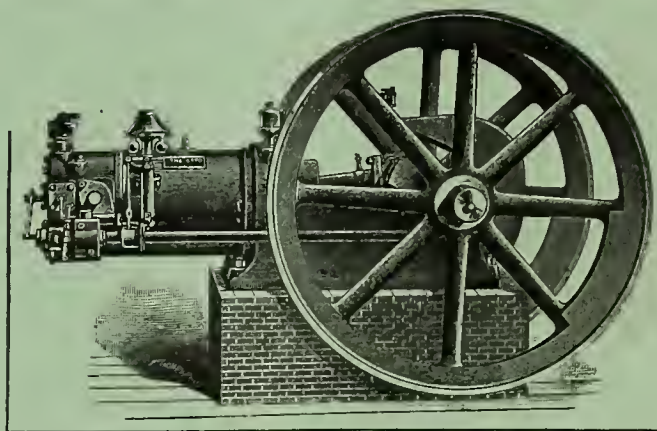
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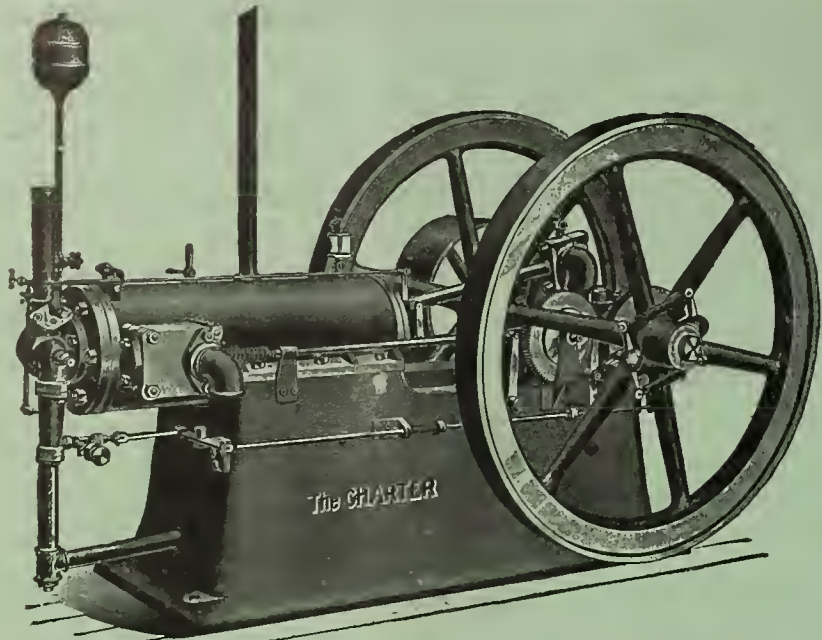
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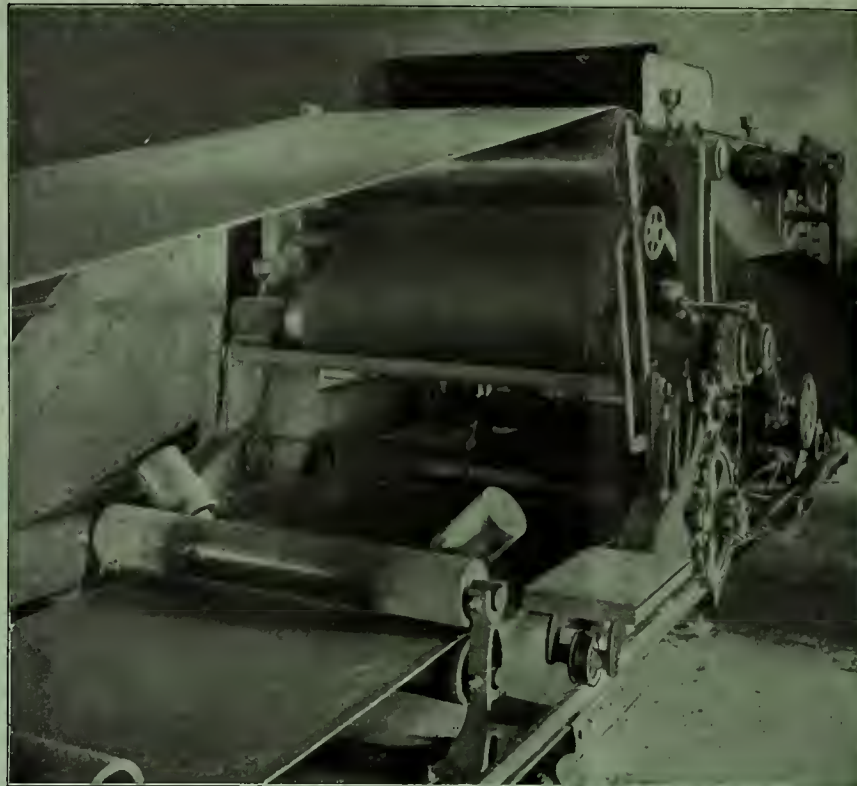
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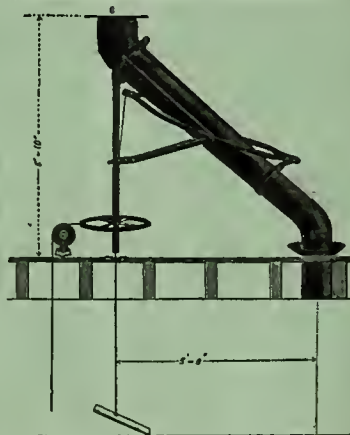
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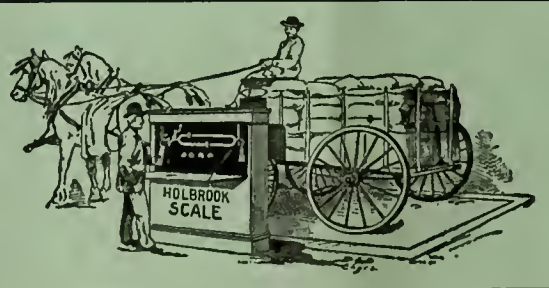
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